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Ted Stevens Anchorage International Airport Master Plan Update Chapter 1 – Goals and Objectives



Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 1 – Goals and Objectives

FINAL

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Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

1.1	Introduction.....	1
1.2	Airport Master Plan Update Goals.....	2
1.2.1	Safety	3
1.2.2	Efficiency.....	3
1.2.3	Environmental Awareness.....	4
1.2.4	Fiscal Sustainability.....	4
1.2.5	Land Management.....	4
1.2.6	Communication	5
1.2.7	Resilience.....	5
1.3	Stakeholder Issues	6
1.3.1	Safety	6
1.3.2	Efficiency.....	7
1.3.3	Environmental Awareness.....	8
1.3.4	Fiscal Sustainability.....	8
1.3.5	Land Management.....	9
1.3.6	Communication	9
1.3.7	Resilience.....	9
1.4	Airport Master Plan Update Objectives.....	10
1.4.1	Safety	10
1.4.2	Efficiency.....	10
1.4.3	Environmental Awareness.....	12
1.4.4	Fiscal Sustainability.....	12
1.4.5	Land Management.....	13
1.4.6	Communication	13
1.4.7	Resilience.....	14

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo
NADP	Noise Abatement Departure Profiles

Ted Stevens Anchorage International Airport
Airport Master Plan Update

NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver
SCS	Sterile Corridor System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

1.1 Introduction

The Ted Stevens Anchorage International Airport (Airport or ANC) Master Plan Update provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for the continued development of the Airport. An airport master plan was last prepared between 2012 and 2014, meaning this update addresses nearly ten years of continued aviation growth at ANC and will look ahead to 2040.

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand” (FAA Advisory Circular 5070-6B, *Airport Master Plans*). Understanding the definition of an airport master plan is important because the study’s goals and objectives, the subject of this chapter, help keep the process focused on its core purpose. A master plan is comprehensive in that it considers all functional areas of the airport. It is future focused and considers near term, mid-term, and long-term needs. Lastly, a master plan will document facility needs related to aviation demand including airplane operations, passenger levels, and air cargo.

The purpose of this chapter is to document project goals and objectives. Project goals are broad statements about what the Airport hopes to achieve through the Master Plan Update process. Objectives are more detailed statements associated with the goals. The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. The goals and objectives will be used to evaluate alternative actions for meeting the primary purpose of the Master Plan Update: evaluating the best course of action for airport development to meet future aviation demand.

1.2 Airport Master Plan Update Goals

Project goals clarify what ANC staff and leadership hope to achieve by preparing the Airport Master Plan Update. The analyses, evaluations, discussions, and decisions made during the project can be evaluated against the project's goals.

The following goals were identified at the project's outset in a staff and airport leadership workshop and are modestly evolved from the prior Master Plan. The project goals can be refined based on feedback from Airport staff, tenants, users, and members of the general public during the Master Plan Update process.

Safety	Maintain or enhance the safe operation of the Airport
Efficiency	Maintain or enhance the efficient operation of the Airport
Environmental Awareness	Minimize the impact of airport development through environmental awareness
Fiscal Sustainability	Maintain the long-term fiscal sustainability of the Airport
Land Management	Facilitate long-term Airport development through strategic land management planning
Communication	Engage stakeholders through open communication
Resilience	Minimize impact of operational interruptions and disruptions

A word on the concept of sustainability: Sustainability is a broad term and there is disagreement on its precise definition. For the purposes of this Master Plan Update, sustainability pertains to the ongoing success of the Airport's operation. Overall operational sustainability is essential to the Airport's long-term viability and sustainability is incorporated into the Master Plan Update. The aviation industry has adopted the "EONS" approach to airport sustainability:

- **E**conomic viability
- **O**perational excellence
- **N**atural resource conservation
- **S**ocial responsibility

'E' in EONS is addressed through the fiscal sustainability and operational efficiency goals.
'O' in EONS is addressed through the safety, efficiency, and land management goals.
'N' in EONS is addressed through the environmental awareness, resilience, and efficiency goals.
'S' in EONS is addressed through the communication, and environmental awareness goals.

Sustainability themes are incorporated into the Master Plan Update process and are foundational to the Master Plan Update purpose: to prepare a responsible development plan to meet future aviation demand.

1.2.1 Safety

Safety is the core principle that guides all development in aviation, from the airport level to the FAA level and beyond. An airport cannot operate without prioritizing safety, and the FAA motivates this perspective through design standards and funding eligibility for airport projects. From the Master Plan Update perspective, safety is incorporated through airfield geometry and design standards, facilities, and operational considerations.

The Master Plan Update will evaluate airport conformance with current design standards and evaluate an effective development plan to resolve any non-standard conditions.

1.2.2 Efficiency

ANC is an essential state, national, and international passenger and cargo air transportation hub. For Alaska, ANC serves as a critical centralized transportation link as a function of Alaska's overall reliance on air transportation to reach Alaskan communities without a roadway link. Alaskans rely on ANC for access to essential healthcare and other resources in the Anchorage area and as the State's only major air hub link to the Lower 48 United States.

At the time of this writing, ANC serves as the third busiest cargo airport in the world and second busiest in the U.S. when measured by landed cargo weight. Growth in e-commerce and just-in-time shipping has fortified ANC's standing as a vital cargo link between Asia and the Americas. Efficient overall airport operations must be maintained even as hourly, daily, and annual aviation demand increase.

The Master Plan Update will evaluate airport efficiency in terms of its ability to accommodate growth in passengers, cargo, and operations while limiting congestion.

1.2.3 Environmental Awareness

The Master Plan Update includes an environmental overview that will document the natural environment, including sensitive areas, on and near the Airport. Airport development is required to undergo environmental entitlement prior to implementation. That process follows rules set in the National Environmental Policy Act (NEPA) of 1970 which was established “to foster and promote the general welfare, to create and maintain conditions under which [people] and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.”

The Master Plan Update will consider potential environmental impacts that could result from airport development. These potential impacts are documented in the Master Plan Update and considered in the evaluation of development alternatives. The environmental awareness project goal seeks to achieve balance between the built and natural environment and through minimizing unavoidable environmental impacts and conformance to FAA guidance.

1.2.4 Fiscal Sustainability

ANC is a vital economic asset for the State of Alaska. Effective financial resource management is integral to maintaining the Airport’s economic contribution to the State. ANC’s importance and rank in air cargo has continued to grow in the decade since the prior Master Plan was prepared.

This Master Plan Update will consider cost-effective development to maintain the Airport’s appeal to aviation businesses and airlines. This approach requires balancing development and investment with cost and debt. Development that maintains or improves the Airport’s operational efficiency without incurring unnecessary cost is preferred.

The Master Plan Update will evaluate fiscal sustainability through development of high-level cost estimates for alternative development plans while considering the operational benefits or savings that would result from the proposed development.

1.2.5 Land Management

ANC consists of approximately 4,212 acres and is bounded by shoreline and urban development of parks and neighborhoods. The Airport area is constrained, and the available airport property must be thoughtfully managed to enable the Airport to accommodate increased demand through and beyond the Master Plan Update horizon.

ANC can meet its full development potential and meet Alaska’s aviation needs by continuing to strategically manage land for future facility development.

The Master Plan Update will identify near-term and long-term development needs and identify land that must be protected from incompatible development both on and off airport.

1.2.6 Communication

Airport stakeholders include Airport staff, FAA, tenants, users, community councils, Alaska businesses, nearby residents, and members of the public. Each stakeholder cares about and is impacted by the operation, development, and effects of the Airport. Effective and proactive communication with stakeholders during the Master Plan Update helps align the Airport's future development with a range of needs. The Master Plan Update includes a Public Involvement Program to inform stakeholders and collect feedback related to development needs and impacts that may result from airport development.

Through dialogue, all stakeholders will be informed, and the Airport's development decisions and their rationale will be shared. This communication is documented in **Appendix A – Public Involvement Plan (PIP)**.

1.2.7 Resilience

Airports are important economic engines, providing users access to the world and supporting the transfer of goods, services and people. Any disruption can have a ripple effect throughout the aviation system resulting in substantial costs to users and organizations relying on the services provided by the airport.

Airport resilience is a relatively new focus of airport planning that helps identify actions that airports can take to minimize disruptions caused by sudden, acute shocks (e.g., severe weather events, earthquakes, etc.) and long-term chronic stressors (e.g., climate change, aging infrastructure) that may impact airport infrastructure and operations. Resilience is also becoming a key focus for the FAA as they begin to address adverse effects of climate change and work to improve aviation system sustainability.

The Master Plan will include a determination of airport assets vulnerable to acute shocks and chronic stressors and identify mechanisms for the Airport to maintain operations after a sudden event or over long-term environmental changes.

1.3 Stakeholder Issues

Stakeholder participation is the process used to collect, understand, and incorporate meaningful stakeholder input so that project decisions reflect both technical requirements and public concerns. Stakeholders include Airport staff, FAA, Airport tenants and users, community councils, Alaska businesses, nearby residents, and members of the public. It includes groups and individuals with an interest in the Master Plan Update process or those who may be affected by the process. This communication is documented in **Appendix A – Public Involvement Plan (PIP)**.

The Airport is sensitive to the interests and values of the public and other stakeholders, and strives to maintain a positive and receptive attitude when meeting with these groups. The Master Plan Update team will be collecting and documenting information from stakeholders throughout the Master Plan Update process. Goals and objectives may be refined during the process to reflect new information and feedback from stakeholders.

A master plan update usually cannot address all issues that are collected and documented nor is it the best process to address every stakeholder's individual issue. However, a master plan update can be a place where issues are documented and then addressed through other planning efforts, studies, or agencies. Some issues may relate to policy or operational procedures that are not addressed in an airport master plan update. This Master Plan Update focuses on the determination of what future facilities, infrastructure, and land use is required to accommodate future aviation demand. The Master Plan Update team will attempt to identify an alternative team or agency to address other issues when feasible.

The following is a list of initial stakeholder issues identified by Airport staff, airlines, and tenants. Additional issues may be added to this section after early public and stakeholder involvement efforts.

1.3.1 Safety

- Address Hot Spot 1 (at the intersection of Taxiway G and Taxiway E and K)
- Address Hot Spot 2 (Taxiway E between Runway 7L-25R and Runway 7R-25L)
- Address non-standard acute taxiway geometry
- Evaluate overall airfield geometry relative to current standards and best practices for airfield geometry

1.3.2 Efficiency

- Consider secondary Snow Removal Equipment storage and Quick Turn Facility (west side)
- Analog/dated systems may be limiting development
- Additional parking/RON positions are needed
- Additional deice areas are needed
- Intensive commercial traffic peaks may strain airport facilities
- Gating, baggage flow, and curbside capacity concerns with widebody aircraft, busses, and cruise ship traffic (e.g., peak periods) may be inefficient or nearing capacity
- Address long walking distance between North Terminal and South Terminal
- Vehicle parking is constraining capacity
- Traffic flow on terminal curb and roadways can be congested
- Look to optimize signage, access points, and circulation on airport roads near terminal
- Address potential short-term public, covered long-term public, and rental car overflow parking needs
- Evaluate future redevelopment / reuse of the North Terminal
- Determine the future use of the Rail Depot
- Ease congestion during peak departure periods in South Terminal (B Concourse) baggage screening and makeup
- Ensure airfield capacity can efficiently serve demand
- Consider simultaneous approaches to Runways 7L and 7R
- Implement advanced navigational aids (NextGen)
- Improve access to Air Operations Area (AOA) for ground handlers and airline support
- Identify potential location of heliport
- Protect / identify airfield and airport snow disposal sites
- Document airport fuel farm capacity and preserve the ability to expand
- Identify best locations for aircraft engine run-up facilities
- Evaluate ground support equipment storage areas
- Preserve land for future airfield capacity if and when it is needed
- Plan West Airpark development
- Consider public transit options
- Review general aviation traffic patterns
- Make improvements to taxi / commercial vehicle staging areas

1.3.3 Environmental Awareness

- Improve deice fluid runoff capture
- Document presence of PFAS and avoid exacerbating PFAS contamination
- Consider the Airport's carbon footprint
- Understand environmental regulations and procedures regarding timely tenant construction
- General aviation aircraft, older aircraft, and engine run-up operations may contribute to noise impacts
- Maintain noise abatement operations procedures whenever feasible to avoid unnecessary noise impacts to residential areas
- Balance airport related traffic and congestion on Northern Lights Boulevard and Raspberry Road
- Remain cognizant of fuel fumes and aircraft exhaust nuisances
- Continue maintaining and improving stormwater management
- Recognize importance of recreational land near Airport
- Preserve quality and continuity of Tony Knowles Coastal Trail
- Preserve parkland and airport buffers
- Consider animal and bird habitat areas
- Improve bicycle trails (aesthetics and lighting)
- Monitor, prevent, and mitigate noxious and invasive weeds
- Be mindful of airport landscaping aesthetics

1.3.4 Fiscal Sustainability

- Maximize grant funding for airport development projects
- Make careful consideration of eligible and allowable costs for AIP funded projects
- Make careful consideration of the Airport's dependence on cargo activity
- Preserve the Airport's competitive appeal/attractiveness to cargo airlines
- Identify opportunities for more cargo transfer and facility investment – enhance the Airport's positive economic impact
- Ensure long-term fiscal sustainability – balanced and responsible investment
- Maintain ANC's competitive advantage

1.3.5 Land Management

- Prepare an airport lease strategy that helps identify the highest and best use for scarce airport land resources
- Determine best uses of landside areas – snow dump, car rental facilities, warehousing
- Develop conceptual long-term development plan beyond the Master Plan Update planning horizon
- Accommodate expansion of the Asplund Wastewater Treatment Facility owned and operated by the Anchorage Water and Wastewater Utility
- Evaluate ongoing redevelopment of the former Kulis Air National Guard facilities and overall South Airpark
- Ensure the Airport has room to grow and that maintaining recreational facilities are not mutually exclusive
- Consider the West Anchorage District Plan (WADP) and Anchorage 2040 Land Use Plan (ANC 2040 LUP)
- Determine the value of existing and potential aeronautical and non-aeronautical development for informed land use decision making
- Utilize Airport property to its fullest extent
- Develop explicit land use agreements
- Develop the South Airpark in a responsible manner

1.3.6 Communication

- Maintain the lines of communication and rapport with the public established during the previous Master Plan including community and native Alaskan stakeholders
- Advance statewide understanding of ANC's importance to Alaska
- Continue communication of FAA's role in Airport decision-making
- Continue the long-term relationship with stakeholder groups
- Clarify Municipality of Anchorage's involvement and role
- Consider comments from previous master planning efforts
- Expand on how the Master Plan Update relates to other studies
- Provide ample notice of upcoming meetings
- Share user group email lists

1.3.7 Resilience

- Consider potential impact of climate change on ANC operations
- Continue to evaluate ANC's competitive role in Asia-America transpacific cargo trade
- Support rapid evolution of e-commerce effect on trade and air cargo
- Monitor aviation fuel supply globally and locally

- Monitor geopolitical considerations including foreign airspace closure impacts on Alaska
- Understand and plan for Airport recovery from other events – volcanic eruptions, forest fires

1.4 Airport Master Plan Update Objectives

Objectives support the goals with more detailed criteria that, ideally, can be measured.

Individual objectives are grouped under each goal and attempt to address the issues identified by Airport staff, stakeholders, and the Master Plan Update team.

Objectives are developed in consideration of stakeholders input and refined as necessary throughout the Master Plan Update process. The objectives are used to develop performance measures against which the master plan alternatives for future development are evaluated. Overall, the objectives help the Master Plan Update team stay on a set planning course.

The Master Plan Update objectives are presented below under each of the seven goals:

1.4.1 Safety

Goal: *Maintain or enhance the safe operation of the Airport*

The Master Plan Update will prioritize and consider safety in every aspect of facility planning. The Airport operates safely today, and the Master Plan Update will seek to ensure the Airport's safe operation is maintained or enhanced with any recommended development. The following specific objectives help ensure that the overall goal of maintaining or enhancing safety is achieved:

- Plan airfield facilities including taxiways and runways that meet or exceed established design and operational standards and best industry practices relating to airfield safety
- Plan to provide safe, secure access to the Air Operations Area for Airport users
- Plan terminal and landside facilities that meet current safety and security standards and consider the unique operational needs present for Alaska travelers and in Alaska's climate

1.4.2 Efficiency

Goal: *Maintain or enhance the efficient operation of the Airport*

The purpose of an airport master plan, as prescribed by FAA, is to plan future development to ensure the airport can meet future aviation demand. Future demand may include growth in airplane operations or passengers and can also result in changes in airplane operations and passenger behavior. The master plan must consider how these changes will impact the airport and identify development that will enable the airport to continue operating with minimal delays or inconveniences for airport users. Efficiency is a goal under which the following objectives pertain:

- Consider ANC’s role in the Alaska International Airport System (AIAS)
- Make use of existing infrastructure a priority to meet future demand
- Plan airport facilities that accommodate aircraft operational demand and aircraft fleet mix changes anticipated during the planning period and consider long-term demand beyond the planning horizon
- Plan airport facilities that accommodate passenger demand within and beyond the planning horizon
- Plan for the modernization of the Airport’s aging and analog systems to accommodate growing airport traffic and services
- Plan passenger facilities that can flexibly accommodate high summer peak travel demand
- Consider airport roadway capacity, design, and signage for travelers accessing the terminal
- Consider airport roadway capacity, design, and signage for tenants and commercial transportation companies
- Airport parking, including short-term parking for meeters/greeters should meet demand and be easy to find
- Airport parking for employees at the terminal and at tenant sites should meet demand
- Public transportation access including city buses, charter buses, taxis, and other shared ride services should be accommodated conveniently
- Commercial vehicle staging areas should be convenient and sized appropriately to meet peak demand periods
- ANC serves as an air transportation hub for all Alaskans and should support convenient travel between Anchorage and Alaska’s other communities
 - This includes accommodation of Alaskans making trips to Anchorage for healthcare, essential services, and other reasons
- The Airport terminal should be planned to enable efficient use by passengers of all abilities

1.4.3 Environmental Awareness

Goal: *Minimize the impact of airport development through environmental awareness*

The Master Plan Update outlines the Airport's role and responsibilities regarding addressing federal, state, and local environmental regulations. An environmental inventory, as well as high-level analysis of potential environmental impacts of the Airport's current and future operation and facilities are undertaken to address this goal. Environmental awareness is a goal under which the following objectives pertain:

- Prepare an environmental overview that documents the airport's environmental setting
- Seek opportunities to minimize the Airport's unavoidable environmental impacts
- Consider noise levels in and around the Airport and manage airport development in a manner that minimizes airplane noise impacts
- Coordinate with other agencies during planning to assess environmental mitigation opportunities
- Document the Airport's conformance with Effluent Guidelines established by the United States Environmental Protection Agency (USEPA)
- Document the presence of per- and polyfluoroalkyl substances (PFAS) at the Airport and follow best practices for planned development
- Document opportunities to support introduction of energy efficient equipment, such as electric ground service equipment, into airport operations
- Evaluate growing demand for electric, zero-emission vehicles and evaluate airport infrastructure to provide vehicle charging facilities

1.4.4 Fiscal Sustainability

Goal: *Maintain the long-term fiscal sustainability of the Airport*

Fiscal sustainability promotes planning of airport improvements that allow the airport to meet future demand affordably. The Master Plan Update includes assessment of the Airport's financial capacity and will prioritize planned projects based on need and funding opportunity. Fiscal sustainability is a goal under which the following objectives pertain:

- Maximize the business potential and effectiveness of the Airport through evaluation of revenue generation opportunities
- Consider the cost of planned projects against potential savings (e.g., benefit-cost analysis)

- Evaluation of planned improvements should consider both cost and potential savings if a proposed project improves airport operational performance
- Land use planning should enhance the Airport's ability to generate income from lease revenue and supported airport operations
- Identify the feasibility of growth in cargo transfer operations to strengthen ANC's necessity in trans-Pacific air cargo

1.4.5 Land Management

Goal: Facilitate long-term Airport development through strategic land management planning

Strategic land management is a process to evaluate the Airport's existing land and assess the highest and best use for limited land resources. In some cases, the result identifies land assets for targeted development. In other cases, the result identifies land assets for preservation to enable the Airport's future improvement. Land management is a goal under which the following objectives pertain:

- Document the Airport's existing land uses by type
- Document the Airport's lease durations
- Prioritize land uses that promote aviation activity to realize maximum revenue generation (e.g., a tenant that leases land and generates aviation activity also provides landing fee revenue)
- Use the Master Plan Update to communicate the Airport's development vision and provide clear rationale for airport lease negotiation and decision making
- Promote the highest and best use of Airport property with sensitivity to the Airport's proximity to residential areas
- Consider land use compatibility and development recommendations proposed in the WADP and ANC 2040 LUP

1.4.6 Communication

Goal: Engage stakeholders through open communication

The Airport is a vital transportation and economic asset for the State of Alaska. Its continued operation is essential. The Master Plan Update must document and communicate the Airport's importance and why its continued improvement is necessary. Likewise, the Master Plan Update

is an opportunity for a wide range of stakeholders to participate in the planning process to communicate how they are impacted, both positively and negatively, by the Airport and its operation. This goal helps the Master Plan Update promote effective dialogue between the Airport and stakeholders. Communication is a goal under which the following objectives pertain:

- Build stakeholder trust through regular, open communication and collaboration
- Provide opportunities for stakeholders to engage and document stakeholder feedback
- Document how stakeholder feedback is considered in the creation and evaluation of development alternatives. Document rationale when stakeholder concerns are unable to be addressed
- Document the Airport's relationship with FAA and the State of Alaska and how the relationship affects the Airport's decision-making authority and ability

1.4.7 Resilience

Goal: *Minimize impact of operational interruptions and disruptions*

Airports can be impacted by both acute and chronic threats such as severe weather, volcanic eruptions, security breaches, sea level rise and aging infrastructure. The Master Plan should consider how existing facilities can be enhanced to enable recovery that minimizes disruptions and allows the facility to reach appropriate capacities within desired timelines. The Plan should also consider how new facilities can be planned to address future changes and potential challenges to ensure its overall resilience in the long term. Resilience is a goal under which the following objectives pertain:

- Evaluate existing and future facilities relative to future climate scenarios (e.g., runway length, increased temperatures, etc.)
- Plan facilities to withstand potential disruptions and enable airport operations to maintain operational readiness (e.g., provide sufficient snow storage and consider future changes to weather)
- Plan facilities with airport user needs in mind (e.g., consider how people may be protected from weather in the event of a terminal evacuation)
- Consider geopolitical impacts to ANC's market including how airspace closures and changes in trade could impact ANC's cargo business.



January 2026

Ted Stevens Anchorage International Airport Master Plan Update Chapter 2 – Inventory of Existing Conditions





**Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 2 – Inventory of Existing
Conditions**

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

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Prepared by RS&H, Inc. at the direction of
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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

2.1	Introduction.....	1
2.2	Historical Context and Background of the Airport.....	3
2.2.1	Historical Context of Airport Site	3
2.2.2	Historical Context of Airport.....	4
2.2.3	Airport Ownership, Management, and Oversight.....	13
2.2.4	Airport Role	17
2.3	Airport Setting.....	19
2.3.1	Regional Setting	19
2.3.2	Residential Areas	20
2.3.3	Surrounding Business Areas	21
2.3.4	Nearby Airports	21
2.3.5	Regional Transportation and Traffic	23
2.3.6	Freight Movement Areas.....	28
2.3.7	Compatibility.....	28
2.4	Airport Land Use.....	46
2.4.1	FAA Grant Assurances	47
2.4.2	On-Airport Functional Land Use Categories.....	47
2.4.3	On-Airport Geographic Land Use Categories	50
2.4.4	On-Airport Leasing Land Use Categories	53
2.5	Existing Airport Facilities	55
2.5.1	Buildings/Facilities Index.....	55
2.6	Existing Airport Facilities by Geographical Area.....	65
2.6.1	North Airpark.....	65
2.6.2	East Airpark.....	66
2.6.3	South Airpark.....	67
2.6.4	West Airpark.....	69
2.7	Existing Airport Facilities by Functional Area	71
2.7.1	Airfield	71
2.7.2	Airspace	82
2.7.3	Passenger Terminal and Landside Facilities.....	88
2.7.4	Air Cargo Facilities	120
2.7.5	General Aviation Facilities.....	127
2.7.6	Airport/Airline Support Facilities.....	130
2.7.7	Airport Field Maintenance Facility	137

2.7.8	Airport Fire and Police Facility.....	143
2.7.9	Other State-Administered Facilities	146
2.7.10	FAA Facilities.....	147
2.7.11	Other Facilities.....	148
2.7.12	Infrastructure And Utility Services	150
2.8	Financial Overview	156
2.8.1	Airport Ownership and Operation.....	156
2.8.2	Alaska International Airports System Financial Structure.....	156
2.8.3	Historical Operating Revenue and Expenses.....	157
2.8.4	Sources of Operating Revenue	160
2.8.5	Airline Lease and Use Agreement (Airline Operating Agreement)	161
2.8.6	Sources of Capital Funds.....	161
2.9	Environmental Setting.....	165
2.9.1	Aviation Emissions and Air Quality.....	169
2.9.2	Biological Resources	171
2.9.3	Coastal Resources.....	177
2.9.4	Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund, Section 6(f)	179
2.9.5	Farmlands.....	180
2.9.6	Hazardous Materials, Solid Waste, and Pollution Prevention	183
2.9.7	Historical, Architectural, Archeological, and Cultural Resources.....	187
2.9.8	Land Use.....	189
2.9.9	Natural Resources and Energy Supply	192
2.9.10	Noise and Noise-Compatible Land Use	193
2.9.11	Socioeconomics and Children’s Health and Safety Risks.....	200
2.9.12	Visual Effects	204
2.9.13	Water Resources.....	205

List of Tables

Table 2-1 Airport Building Index.....	60
Table 2-2 Existing Runway Conditions.....	71
Table 2-3 Declared Distances (in feet)	74
Table 2-4 Aircraft Approach Category (AAC)	74
Table 2-5 Airplane Design Group (ADG)	75
Table 2-6 Runway Pavement Bearing Strength.....	76
Table 2-7 Runway Lighting.....	81
Table 2-8 Approach Procedures.....	85
Table 2-9 Preferential Runway Use Program.....	87
Table 2-10 South Terminal Floor Space Allocation.....	96
Table 2-11 South Terminal Baggage Belts	100
Table 2-12 South Terminal Gates.....	102
Table 2-13 North Terminal Floor Space Allocation.....	105
Table 2-14 North Terminal Gates.....	109
Table 2-15 North Terminal Baggage Belts	110
Table 2-16 On-Airport Roadways	113
Table 2-17 Terminal Curbside and Charter Bus Staging Area Inventory	116
Table 2-18 Public Parking Stalls	118
Table 2-19 Public Parking Rates.....	119
Table 2-20 Employee parking stalls	119
Table 2-21 Air Cargo Aircraft Parking Positions.....	121
Table 2-22 Airport Airfield Maintenance Facilities in Square Feet.....	139
Table 2-23 Aircraft Deicing Fluid Used at ANC.....	142
Table 2-24 Airport Fire and Police Department Facilities and Equipment.....	145
Table 2-25 AIAS Historical Operating Revenue (in \$)	159
Table 2-26 AIAS Historical Operating Expenses.....	159
Table 2-27 Changes in Net Assets.....	160
Table 2-28 AIAS Rates and Charge Amounts.....	161
Table 2-29 Annual Airport Improvement Program Entitlement Grant Fund.....	162
Table 2-30 Generalized Long-Term Debt Comparison (in Millions).....	163
Table 2-31 Summary of Environmental Resource Categories.....	167
Table 2-32 Migratory Birds with the Potential to be Found on Airport Property	172
Table 2-33 Census Tract Block Groups Intersecting Airport Property	200
Table 2-34 Population and Housing Characteristics	202
Table 2-35 Largest Occupations in Anchorage, Alaska, May 2022	203
Table 2-36 Income Characteristics	203
Table 2-37 Employment Characteristics.....	204

List of Figures

Figure 2-1 Dena'ina ("Chief Nikaly [Nikolai] and Family") at a Fish Camp in Anchorage, 1918.....	4
Figure 2-2 1950 Aerial Image of Anchorage International Airport.....	6
Figure 2-3 1970 Aerial Image of Anchorage International Airport.....	8
Figure 2-4 1982 Aerial Image of Anchorage International Airport.....	9
Figure 2-5 2012 Aerial Image for Ted Stevens Anchorage International Airport.....	11
Figure 2-6 2022 Aerial Image for Ted Stevens Anchorage International Airport.....	12
Figure 2-7 Airport Ownership and Oversight.....	14
Figure 2-8 Municipality of Anchorage	17
Figure 2-9 Regional Setting	20
Figure 2-10 Anchorage Bowl Street Classifications.....	25
Figure 2-11 Anchorage 2040 Land Use Plan Map.....	31
Figure 2-12 WADP Land Use Plan Map	32
Figure 2-13 Zoning Map	33
Figure 2-14 Height Restriction Map	35
Figure 2-15 2009 Noise Exposure Map	37
Figure 2-16 2020 Forecast Noise Contours.....	38
Figure 2-17 2030 Forecast Noise Contours.....	39
Figure 2-18 Existing Parks and Open Space	41
Figure 2-19 On-Airport Geographic Land Uses.....	52
Figure 2-20 North Airpark Building Index	56
Figure 2-21 East Airpark Building Index.....	57
Figure 2-22 South Airpark Building Index	58
Figure 2-23 West Airpark Building Index.....	59
Figure 2-24 Airfield Area	72
Figure 2-25 FAA Anchorage Sectional Chart.....	83
Figure 2-26 FAA Terminal Area Chart.....	86
Figure 2-27 Passenger Terminal and Landside Area	90
Figure 2-28 South Terminal – Basement.....	91
Figure 2-29 South Terminal – First Floor.....	92
Figure 2-30 South Terminal – Second Floor	93
Figure 2-31 South Terminal – Third Floor.....	94
Figure 2-32 South Terminal – Fourth Floor.....	95
Figure 2-33 South Terminal – B Concourse Outbound Baggage Makeup.....	100
Figure 2-34 South Terminal – C Concourse Outbound Baggage Makeup	101
Figure 2-35 North Terminal – Basement and First Floors.....	106
Figure 2-36 North Terminal – Second and Third Floors.....	107
Figure 2-37 Passenger Terminal Curbside Allocation	117
Figure 2-38 Air Cargo Aircraft Parking Positions	122

Figure 2-39 Snow Dump Locations.....	141
Figure 2-40 Stormwater Drainage System	152
Figure 2-41 Water and Sanitary Sewer Systems.....	154
Figure 2-42 Ted Stevens Anchorage International Airport Property.....	166
Figure 2-43 Carbon Monoxide Maintenance Area.....	170
Figure 2-44 Department of Transportation, Section 4(f) Properties.....	182
Figure 2-45 Active Alaska Department of Environmental Conservation Contaminated Sites.....	186
Figure 2-46 Land Use at the Airport.....	191
Figure 2-47 2009 NEM Noise Contours.....	196
Figure 2-48 2020 NEM Noise Contours.....	197
Figure 2-49 Incompatible Land Uses in the 2009 NEM Noise Contours	198
Figure 2-50 Census Block Groups Overlapping Airport Property.....	201
Figure 2-51 National Wetland Inventory Wetlands	208
Figure 2-52 Municipality of Anchorage Wetlands.....	209
Figure 2-53 Floodplains.....	210
Figure 2-54 Surface Waters on Airport Property	212

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo
NADP	Noise Abatement Departure Profiles

Ted Stevens Anchorage International Airport
Airport Master Plan Update

NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver
SCS	Sterile Corridor System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

2.1 Introduction

In this chapter, existing conditions and capabilities of land areas, facilities, infrastructure, and operations at Ted Stevens Anchorage International Airport (the Airport or ANC) are documented. As is typical of a master plan, this includes the existing conditions and operations of the airside / airfield, passenger terminal and landside, cargo, general aviation, and airport / airline functional support areas. The general purpose of an inventory is to provide a baseline understanding of the facilities and operations for future planning considerations.

The last ANC Master Plan Update was completed in 2014, with a previous interim Master Plan Study Report completed in 2008. The inventory for these master planning efforts occurred in 2012-2013 and 2006, respectively, at the outset of the 2014 Master Plan Update and 2008 Master Plan Study. Inventory efforts for the current Master Plan Update were completed in late 2022 and early 2023. For the current master planning effort, inventory information from the 2014 Master Plan Update effort was reviewed, updated as necessary. An effort was made to contact and interview Airport tenants with changes to their facilities and known operational needs since the 2014 Master Plan Update was completed.

Since the 2014 Master Plan Update, the following key infrastructure projects were completed:

Airfield

- Runway 33 decoupled from Runway 7L-25R (2014)
- Runway 15-33 rehabilitated and widened (2019)
- Runway 15 end / Taxiway Q improved (2019)
- Runway 7L-25R Safety Area improved (2020)
- Taxiway K / Taxiway A intersection rehabilitated (2022)
- Taxiway Z extension construction started (2024)

North Airpark

- FedEx facility expanded (2024)
- Alaska Cargo and Cold Storage construction started (2024)

East Airpark

- Alaska Airlines Maintenance and Engineering hangar constructed (2018)

South Airpark

- South Airpark integrated into the Anchorage Water and Wastewater Utility (AWWU) system
- ROTAK Helicopter Services new hangar constructed (2019)
- Building renovated for Signature Flight Support's new Fixed-base Operator facility (2023)

Inventory information has several key focus areas. These focus areas were identified by Airport staff at the onset of the planning process. The focus areas include understanding the historical

and cultural significance of the Airport site, having a comprehensive public participation process and being cognizant of stakeholder issues, understanding the existing land uses of on-Airport property for future Airport development purposes, and exploring the potential of increasing cargo transfer operations.

As a result, the inventory documents: 1) the history of the Airport site; 2) the regional setting and the Airport's role regionally and globally; 3) Airport staff, tenant, and public stakeholder concerns where applicable; 4) existing land uses and restrictions; and 5) cargo facilities and operations to provide a base level of understanding for future discussions regarding the future of cargo operations at the Airport.

The inventory also provides an overview of the Airport's financial management practices and structure as well as the environmental setting to support future project implementation and environmental documentation efforts that may follow the master plan. The focus areas mentioned above are also documented in other master plan chapters.

Chapter 2 Inventory of Existing Conditions is organized as follows:

- **Section 2.1** Introduction
- **Section 2.2** Historic Context and Background of the Airport
- **Section 2.3** Airport Setting
- **Section 2.4** Airport Land Use
- **Section 2.5** Existing Airport Facilities
- **Section 2.6** Existing Airport Facilities by Geographic Area
- **Section 2.7** Existing Airport Facilities by Functional Area
- **Section 2.8** Financial Overview
- **Section 2.9** Environmental Setting

2.2 Historical Context and Background of the Airport

The Airport is located on the westernmost mainland point of the Municipality of Anchorage (Municipality or MOA), the populated urban area known commonly as Anchorage, Alaska. The site where the Airport and Anchorage are located today has a rich history. One of the goals of the Airport Master Plan Update is to identify and provide insight into the historical and cultural significance of the area to increase awareness of the important issues that could impact or should be considered in Airport development plans.

2.2.1 Historical Context of Airport Site

The larger geographic region in and around the Airport is known as the Upper Cook Inlet area. This area was likely inaccessible to humans until about 12,000 years ago due to the presence of glacial ice and water inundation. Glaciers blocked mountain passes, prohibiting access from the populated interior parts of Alaska.

Researchers believe it was not until 7,500 to 10,000 years ago, when glacial ice receded, that the Upper Cook Inlet area was first inhabited. Archaeological evidence of the Eskimo culture in this area dates back 3,000 years. Other archaeological and linguistic evidence suggests the Dena'ina (formerly "Tanaina") people, named after the Dena'ina language they spoke, occupied the Upper Cook Inlet area beginning 1,500 to 1,000 years ago. Dena'ina villages were clustered around lakes, rivers, and streams throughout the Upper Cook Inlet area. Fish camps, used in the spring and fall, were often located along the coast to take advantage of salmon runs.

Captain Cook's exploration of the Upper Cook Inlet area represented the first documented contact the Dena'ina had with Euro-Americans. Captain Vancouver, who explored Cook Inlet in 1794, found the Dena'ina firmly established in at least five major fishing villages in the Upper Cook Inlet area. An influx of Euro-American gold miners came to Alaska in the 1870s and 1880s and to the Upper Cook Inlet area in the late 1890s. In 1898, Knik was a small outpost with a trading post and a resident population of Dena'ina living in the surrounding area.

Much of the evidence of prehistoric and historic Dena'ina habitation in the Anchorage area was destroyed or buried by public and private urban development. The ongoing development of Anchorage since its founding in 1915 resulted in the displacement of the Dena'ina from their traditional camps and harvest locations. Despite the historic trend of dislocation from traditional areas, there is a strong, continued cultural attachment to many of the traditional and historic places and activities.

2.2.1.1 *Dena'ina Territorial Knowledge and Place Names*

The lower Knik Arm area is rich in Dena'ina place names, fish camps, village sites, and other traditional places. There are several documented Dena'ina sites and place names associated with

the Airport vicinity¹. Perhaps the most revered Dena'ina location in the vicinity of the present-day Airport site is Point Woronzof. The Dena'ina name for this area is Nuch'ishtunt, which translates to "Place Protected from Wind." Historical accounts document this area was used as a fish camp for king and sockeye salmon for at least 100 years until about 1945. The photo in **Figure 2-1** is an example of the Dena'ina fish camps. The photo shows the Dena'ina Chief Nikaly (Nikolai) and his family.

Figure 2-1

Dena'ina ("Chief Nikaly [Nikolai] and Family") at a Fish Camp in Anchorage, 1918



Source: Alaska Pacific University, Alaska Digital Archives website, vilda.alaska.edu, 1918.

2.2.2 Historical Context of Airport

The Alaska Railroad construction started in 1903², paving the way for the mass migration of people to the interior of the Alaskan Territory to take advantage of the abundant minerals,

¹ Kari and Fall, Shem Pete's Alaska: The Territory of the Upper Cook Inlet Dena'ina, University of Alaska Press, 2003.

² Alaska Railroad Corporation website, www.alaskarailroad.com, 2014.

timber, and agricultural land. As the population in the Alaskan Territory grew, aviation quickly became a necessary part of the transportation network. A number of aviation fields were constructed during the 1930s.³ Before that time, unimproved sites (e.g., flat areas of open terrain, water, or ice) were often used as aviation fields.

Merrill Field was constructed as the first aviation field in Anchorage. Merrill Field supported the operation of the United States military during much of the facility's early years. As larger and faster aircraft became more common, the modest Merrill Field facilities were quickly outgrown. Military operations eventually moved to the newly constructed Elmendorf Air Force Base. In 1948, the United States Congress authorized \$13 million for the construction of two "international type" airports in Alaska – one to be located in Fairbanks and the other in Anchorage.⁴ The results of a Civil Aeronautical Authority⁵ (predecessor of the present-day Federal Aviation Administration [FAA]) feasibility study demonstrated the practicability and necessity for constructing new airports in the two most populous Alaskan cities.

Airfield operations at ANC commenced in December 1951, and the first passenger terminal was constructed in 1952. A ceremony in 1953 marked the official opening of the Airport. It quickly demonstrated its vitality as 90% of Alaska's passenger traffic and 65% of its mail were transported by airlines based in Anchorage during the early 1950s. **Figure 2-2** depicts an aerial image of the ANC in 1950. In spring 1955, the Air National Guard was relocated to the Airport from Elmendorf Air Force Base. The Squadron would go on to occupy the Kulis Air National Guard Base for nearly six decades.

The latter half of the 1950s was witness to an upswing in international travel through Anchorage. It was a common occurrence for commercial passenger flights between Europe and Asia to transit through Anchorage due to the inaccessibility of Chinese and Soviet Union airspace. This encouraged "over the pole" routes for trans-Pacific flights and stopovers in Anchorage because of the limited range of aircraft of the time.⁶ The Omnibus Act of June 25, 1959, allowed Alaska to achieve statehood and become the nation's 49th State. Ownership and control of ANC was subsequently transferred to the State of Alaska on May 1, 1960.

³ Albert Minnick, "To Build a Suitable Airport:" The Development of Anchorage's Merrill Field, 1929-1980, (Alaska Historical Society, 1987).

⁴ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

⁵ Alaska Department of Transportation and Public Facilities, Anchorage International Airport Master Plan, 1981.

⁶ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

Figure 2-2
1950 Aerial Image of Anchorage International Airport



Source: Airport staff, 1950.

The 1959 Omnibus Act also granted federal transitional funds to the State of Alaska to be used for capital projects at the Airport.⁷

The 1960s brought a population and economic boom for Anchorage, encouraged in part by the expansion of oil and gas fields in the nearby Kenai Peninsula. The economic growth also translated to growth in aviation activity. Seven international air carriers used Anchorage as a regular stopover between Asia and the United States. Anchorage had established its identity as the “Air Crossroads of the World.” The new decade also introduced the Jet Age as airports scrambled to upgrade facilities to accommodate larger and faster aircraft. The original east / west runway was extended from 8,400 feet to its present-day length of 10,600 feet in 1960.⁸

⁷ Alaska Department of Transportation and Public Facilities, Anchorage International Airport Master Plan, 1981.

⁸ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

A 1967 study concluded that a new runway should be constructed in the north / south direction. The recommendation was made primarily because it was deemed impractical to reconstruct the east / west runway without closing it for at least a year. Closing the east / west runway would have essentially required closure of the ANC because the 5,000-foot north / south runway was too short for the newer jet aircraft. The new plan proposed that the north / south runway would become the primary runway until the east / west runway could be reconstructed. However, the recommended north / south runway was not constructed at that time because of strong opposition from the United States military.

The military opposed constructing a new north / south runway because it would directly conflict with the approach procedures to the east / west runway at Elmendorf Air Force Base. As a result, a new parallel runway (present-day Runway 7R-25L) was constructed south of the existing east / west runway. The new runway, depicted as **Figure 2-3**, was completed in 1970, in time for the arrival of the first Boeing 747.⁹

During the 1970s, aviation demand at ANC continued to increase as the State of Alaska approved construction of the \$8 billion Trans-Alaska Pipeline from the North Slope, the northernmost geographic area of Alaska. Additional aviation growth came in the form of significant increases in international passenger traffic.¹⁰

A new international satellite terminal was constructed in 1982 after several years of delays because of fears that Anchorage would no longer be a stopover point for international traffic due to rising fuel prices. The new terminal would later be called the North Terminal.¹¹ Years later, plans for a new or extended north / south runway were again introduced. New justifications reasoned that a north / south runway could allow for more efficient traffic patterns with different runway use configurations instead of just a crosswind runway. The runway was also justified as a method to reduce noise levels over the more populated residential areas. The idea of a new north / south runway was again met with opposition from the United States military. Despite the objection, the north / south runway project was approved. Construction of the new north / south runway began in 1978 and was completed in 1980. The new runway, offset to the west of the old runway, was built to a length of 10,496 feet.¹² The original north / south runway was turned into a taxiway. The new 10,496-foot north / south runway is depicted in **Figure 2-4**.

⁹ Alaska Department of Transportation and Public Facilities, Anchorage International Airport Master Plan, 1981.

¹⁰ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

¹¹ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

¹² Alaska Department of Transportation and Public Facilities, Anchorage International Airport Master Plan, 1981.

Figure 2-3
1970 Aerial Image of Anchorage International Airport



Source: Airport staff, 1970.

In 1987, a 1,200-space parking garage was built to support the South Terminal. Between 1989 and 1990, FedEx and United Parcel Service (UPS) established international cargo sorting operations at the Airport.¹³ The sorting facility for each airline serves as a key component in the international cargo transfer between the Americas and East Asia.

¹³ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

Figure 2-4
1982 Aerial Image of Anchorage International Airport



Source: Airport staff, 1982.

Russian airspace opened in 1989, which allowed over-flights without the requirement of a stopover at ANC.¹⁴ This created alternate routes for international flights, ending decades of inefficient flight paths to avoid the restricted airspace. The airspace expansion significantly impacted the Airport's role as a stopover for international passenger aircraft. Passenger aircraft could now bypass Anchorage on trans-Pacific flights because of more efficient flight paths. As a result, transit operations decreased.

While international passenger traffic dropped off in the early 1990s due to alternative routes, other sectors flourished. Air cargo operators commenced or expanded operations in Anchorage, and domestic passenger traffic increased. However, it was not until 1994 that international passenger traffic at ANC again began to increase. The 1990s and early 2000s were witness to numerous expansion projects at the Airport for both the public and private sectors. The north /

¹⁴ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

south runway was extended more than 1,000 feet to 11,584 feet between 1995 and 1996. Between 1999 and 2004, the South Terminal underwent major renovations. The main terminal and concourse, which was constructed in 1952, was demolished, and a new main terminal and the C Concourse were constructed. Terminal area parking lots and road access were also improved as a part of the terminal project.¹⁵

The new millennium brought many other changes for ANC. In 2000, State legislators passed a bill to honor Alaska's United States Senator, Ted Stevens, by renaming the Airport in his honor. The Airport then became known as Ted Stevens Anchorage International Airport.

The passenger terminal area was the site of many capital improvement projects in the early 2000s. In 2000, the Airport began construction of the new 463,227-square-foot C Concourse in the South Terminal. Construction continued for four years, and the Airport celebrated the grand opening of the new world class terminal on June 30, 2004. Following the recommendation of the 2005 Base Realignment and Closure Commission, the Air National Guard's 176th Wing vacated the Kulis Air National Guard Base at the Airport and relocated its operations to the renamed Joint Base Elmendorf-Richardson (JBER) in February 2011.¹⁶ The site of the former base is now integrated into the South Airpark after it was transferred to the State of Alaska for reuse by the Airport. The 2012 aerial of the Airport is depicted in **Figure 2-5**.

Several airfield improvement projects and tenant improvement projects were completed in the period between the completion of the 2014 Master Plan Update and 2022.

In summer 2014, the Runway 33 end was decoupled from Runway 7L-25R, so the Runway 15-33 Runway Safety Area (RSA) no longer overlaps the Runway 7L-25R pavement. The Runway 33 end was moved 624 feet north. The project reduced the runway length to 10,960 feet from 11,584 feet. The Runway 33 end is now located just south of the southern edge of Taxiway K. Shifting the Runway 33 end north did not impact the normal departure procedures; aircraft continue to depart from Runway 33 via Taxiway K. The Runway 33 arrivals threshold did not change. The pavement south of the new Runway 33 end was converted to a blast pad. This project also included reconstruction of the west end of Runway 7L-25R.

¹⁵ Ted Stevens Anchorage International Airport History website, <http://dot.alaska.gov/anc/about/history.shtml>, 2012.

¹⁶ Alaska Air National Guard 176th Wing website, <http://www.176wg.ang.af.mil/>, n.d.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-5
2012 Aerial Image for Ted Stevens Anchorage International Airport



Source: Airport staff, 2012.

In fall 2018, construction was completed on the Alaska Airlines Maintenance and Engineering hangar in the East Airpark. The project included a 100,000 square foot hangar capable of simultaneously accommodating two Boeing 737 aircraft. In early 2019, a new hangar for ROTAK Helicopter Services completed construction on the east side of the South Airpark.

In summer 2019, the Runway 15 runway end was shifted south, and the displaced threshold was removed. The Runway 15-33 length at the conclusion of that project is 10,865 feet, down from 10,960 feet. The Runway 15-33 and Taxiway Q intersection was reconfigured to align with the new runway end. Runway 15-33 was rehabilitated and widened to 200 feet as part of the same project. The project also included constructing a paved area around the Runway that matches the dimensions of the RSA which supports a more efficient snow removal operation in the wintertime. A similar project to improve the paved area around Runway 7L-25R was completed in 2020.

Ted Stevens Anchorage International Airport Airport Master Plan Update

The 2022 aerial of the Airport, depicted in **Figure 2-6**, depicts the projects listed above. There are additional projects completed later in 2022 through 2024 that are not shown on the 2022 aerial photo.

Figure 2-6
2022 Aerial Image for Ted Stevens Anchorage International Airport



Source: Lounsbury and Associates, 2022.

Several existing buildings in the Kulis Business Park were renovated and repurposed for civilian use. One example is a building that was renovated to serve as Signature Flight Support's new Fixed-base Operator (FBO) facility in 2023.

Several other projects have received environmental entitlement under the National Environmental Policy Act (NEPA) and are in the early stages of construction as of June 2024. Those projects are the NorthLink Aviation cargo facility, the FedEx ANCA cargo facility, the Alaska Cargo and Cold Storage facility, and the Taxiway Z extension.

The NorthLink Aviation cargo facility is planned to be a 90,000 square-foot cargo terminal in the South Airpark. The NorthLink cargo campus is planned to include 15 aircraft parking positions when the project is completed.

The FedEx ANCA facility is an expansion of the existing FedEx campus in the North Airpark. The project is planned to add a new domestic operations center, warehouse improvements, and aircraft parking south of Taxiway U within a 22-acre site.

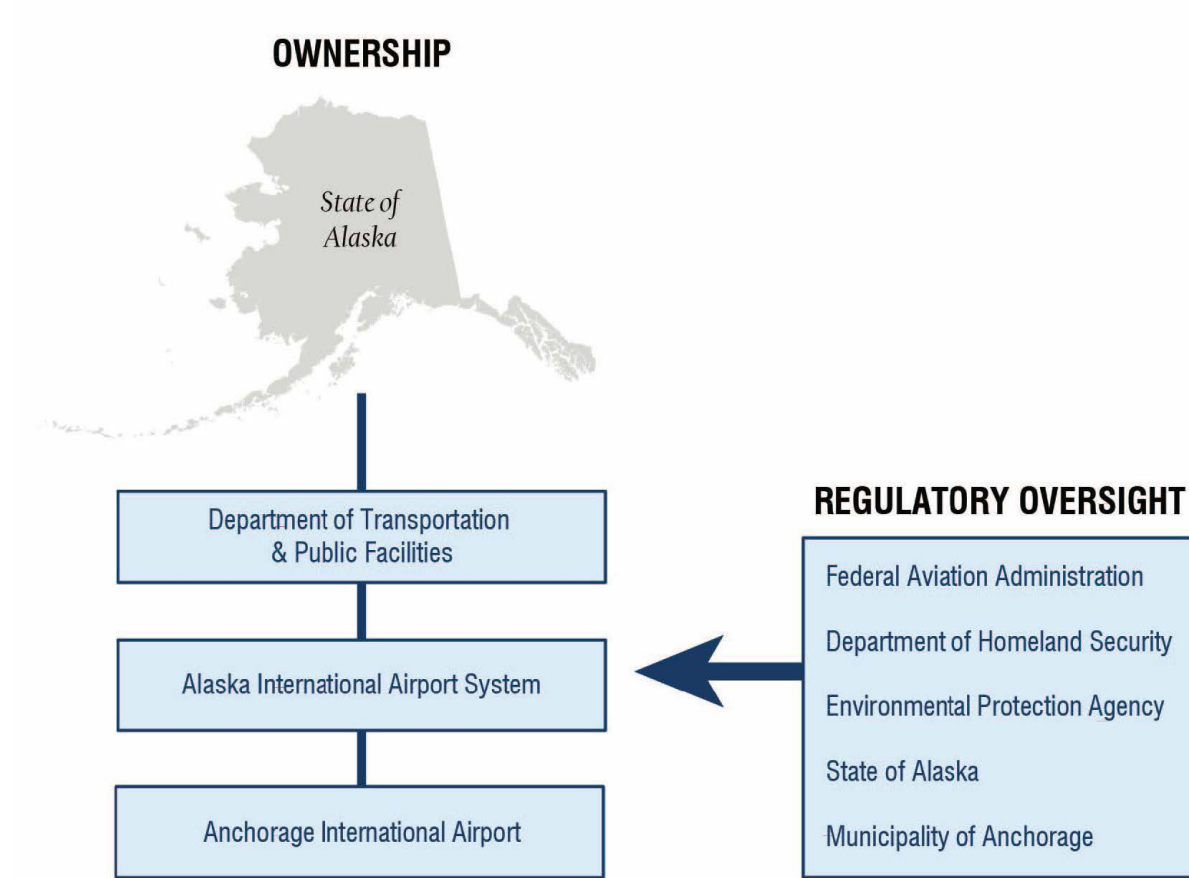
The Alaska Cargo and Cold Storage facility is planned as a climate-controlled warehouse facility in the North Airpark, south of Taxiway P. The facility is designed to support air cargo shipments of frozen or perishable goods through ANC.

The Taxiway Z Phase I west extension project includes improvements to Taxiway Z, Taxiway E, and Taxiway R. The project includes removal of the segment of Taxiway F between Taxiway Z and Runway 7R-25L. The project includes several enabling projects such as utility relocation and Runway 15 localizer relocation.

2.2.3 Airport Ownership, Management, and Oversight

The Airport is owned and operated by the State of Alaska, regulated by local, federal, and state agencies, and occupies State land within the Municipality of Anchorage (MOA). The relationships between the various agencies and organizations with ownership, management, and oversight of the Airport are graphically summarized in **Figure 2-7**.

Figure 2-7
Airport Ownership and Oversight



Source: RS&H and HDR, 2014.

2.2.3.1 Alaska Department of Transportation and Public Facilities

The Alaska Department of Transportation and Public Facilities (DOT&PF) is a State government agency that "designs, constructs, operates and maintains Alaska's transportation infrastructure systems, buildings, and other facilities used by Alaskans and visitors."¹⁷ This includes highways, airports, harbors, and a ferry system that serves coastal communities. The agency's mission is to "Keep Alaska Moving through service and infrastructure". The Airport is by far the largest of the 237 airports owned and operated by DOT&PF.

Following the creation of Anchorage International Airport and Fairbanks International Airport, the airports were owned and operated by the federal government. When Alaska became a state in 1959, ownership of the two airports was transferred from the federal government to the State of Alaska. The Alaska State Legislature created the Alaska International Airport System (AIAS) in 1961 to oversee both airports.

¹⁷ Department of Transportation and Public Facilities website, <https://dot.alaska.gov/comm/about.shtml>, 2023.

The AIAS operates under the purview of the DOT&PF as a state-owned enterprise fund, and the two airports share revenues and expenses in the International Airport Revenue Fund. The AIAS is funded by user fees and its operation is financially independent of the State's General Fund. However, the AIAS still requires approval from the State Legislature for expenditures. The AIAS is led by a Deputy Commissioner for Transportation who acts as the AIAS Executive Director. The AIAS staff consists of a Controller section, Transportation Planner and the Executive staff of both international airports. The Aviation Advisory Board provides recommendations to the Commissioner of the DOT&PF and Deputy Commissioner of Aviation regarding public policy related to AIAS and other statewide aviation affairs.

The two AIAS airports operate as a unified system serving as each other's alternate landing site in the case of a closure. The system boasts 100% reliability. The two airports are separated by more than 260 miles with the Alaska Range and Talkeetna Mountains in between. Therefore, the airports are never simultaneously closed by the same severe weather system. This ensures operational certainty, especially for the large cargo aircraft that frequent the facilities. The AIAS sponsored a study as part of an overall strategic planning effort to enhance AIAS asset management and support long-term financial viability, and a 2013 AIAS Planning Study was conducted independently of the previous 2014 Master Plan Update.

2.2.3.2 Federal Aviation Administration

The DOT&PF owns the Airport and the land it occupies. However, the DOT&PF is not free to set policy with impunity. The FAA also exercises a degree of control over the Airport as the FAA executes its mission to "provide the safest, most efficient aerospace system in the world."¹⁸ In doing so, the FAA places numerous strict restrictions on the Airport. Requirements to abide by FAA regulations are applied to airports through a number of means. Airports certified for scheduled commercial service under Title 14, Code of Federal Regulations (CFR), Part 139 must, first and foremost, abide by FAA safety regulations to maintain their certification. This regulation allows the FAA to object to and restrict certain types of development within safety areas on and off airport property. Additional information regarding these FAA obligations is presented in Section 2.4, Airport Land Use.

2.2.3.3 Municipality of Anchorage

The MOA, as depicted in **Figure 2-8**, is a 1,955-square-mile (approximately 1,251,200 acres) geographic and jurisdictional area located between Prince William Sound and the Upper Cook Inlet. The Anchorage Bowl, comprising 100 square miles (approximately 64,000 acres), is the urbanized area of the MOA and is where the Airport is located. Although geographically located in the MOA, the Airport is not jurisdictionally a part of the MOA because it is owned and

¹⁸ Federal Aviation Administration website, <http://www.faa.gov/>, 2023.

operated by the DOT&PF. As a result, the MOA has limited control over Airport operations. However, the MOA does control the zoning and land use of adjacent, off-Airport properties and the urbanized areas around the Airport where most residents live.

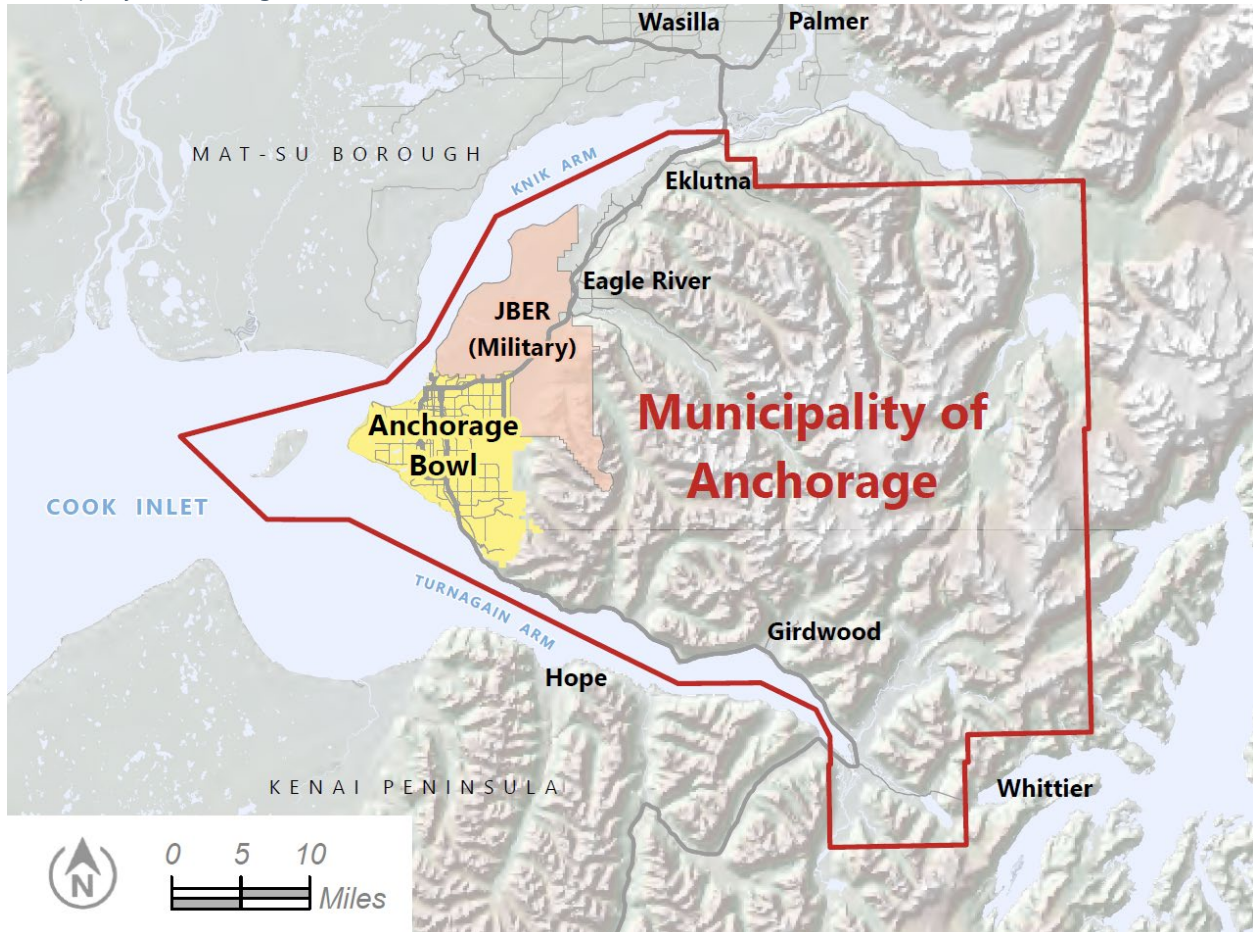
The relationship between the MOA and the Airport is often a point of confusion. There is a common misconception that the MOA operates the Airport because it is located within its jurisdictional boundary. The Airport administration continues its efforts to clarify this misconception, as it recognizes its responsibility to be a good neighbor and work with the adjacent community and MOA to address concerns regarding Airport affairs.

MOA leaders want Anchorage to be a great place to live, work, and play by focusing the MOA's governmental efforts on improving public safety and welfare. Although the missions of the FAA and the MOA are different, they are not mutually exclusive. All involved agencies coordinate with each other to achieve both independent and shared goals.

The Anchorage 2040 Land Use Plan, adopted in September 2017, is the Municipality's Comprehensive Plan that guides much of the long-term planning for the Anchorage Bowl. It is an update to the Anchorage 2020 – Anchorage Bowl Comprehensive Plan. The 2040 Land Use Plan incorporates analysis of updated Anchorage demographics and projected growth, economic changes, land uses, and future land capacity.

Some neighborhoods within Anchorage have their own plans. The West Anchorage District Plan (WADP), adopted in July 2012, is a "step-down" plan intended to bridge the vision and goals set forth in the Municipality's Comprehensive Plan but specific to the West Anchorage area. The West Anchorage Planning Area comprises approximately 13,200 acres of the Anchorage Bowl. The goal of the WADP was to establish general public policy that reflected the vision of residents, landowners, and public entities for future growth in West Anchorage. Airport related issues and solutions are key feature of the plan given the Airport's prominence in West Anchorage.

Figure 2-8
Municipality of Anchorage



Source: RS&H, 2023.

2.2.4 Airport Role

The Mission of the Airport is to “safely, effectively, and efficiently operate and maintain the airport in a manner consistent with Federal regulatory requirements, high service standards, sensitivity to user needs, and awareness of community goals.” To fulfill this Mission, the Airport has a staff of employees within the DOT&PF to plan, develop, operate and maintain its facilities. In addition, the Airport receives support from other agencies such as the FAA, Transportation Security Administration (TSA), and U.S. Customs and Border Protection.

Airport employees are tasked with the safe and efficient operation of the Airport. Airport management staff is responsible for decision-making regarding the operation and future development of the Airport. Specifically, it is the responsibility of the Airport Manager to oversee Airport employees and ensure the safe and efficient operation of the Airport on a daily basis. The Airport Manager reports directly to the AIAS Executive Director. The Airport Manager must also ensure that the Airport continually meets the requirements set forth by the FAA.

Major Airport construction efforts are overseen by DOT&PF management staff and the FAA for compliance and safety. Additionally, all construction projects undergo review for impacts to the environment and community, in accordance with federal, state, and local laws.

To support the Airport Mission, it is important that the Master Plan Update process foster the role of the Airport as a vital transportation asset in the MOA, region, state, and world. The Airport is one of a handful of airports in Alaska built to accommodate large aircraft. The Airport has an important role in the transport of passengers and cargo because of its geographic location between Asia and the Americas. As a result, economic growth in the United States and Asia typically translates into increased needs for aviation facilities at the Airport. The Airport needs to maintain its facilities to continue to attract international as well as intrastate passenger and cargo activity that may spur the economy by bringing in new residents and business.

A description of the Airport's role at a global, state, and local level is provided in **Section 3.1.1** of **Chapter 3 Forecast of Aviation Demand**.

2.3 Airport Setting

A discussion of the area surrounding the Airport is provided in this section for an understanding of the socioeconomic profile, businesses, transportation system, freight movement, and land uses, including recreation and open space. Compatibility issues such as noise and the interaction of the Airport with other nearby airports are also documented. The purpose is to provide a reference to aid in future development decisions both on and off-Airport land.

In addition to describing the surrounding area and compatibility issues, future considerations for property decisions are also discussed. Considerations include 1) maintaining the safety of those who use the Airport and those who live and work near the Airport, 2) maximizing the efficiency of Airport operations to attract additional aviation businesses, 3) encouraging and maximizing a mutually beneficial relationship between Airport operations and activities within the region, and 4) knowing what potential opportunities and constraints exist for future land use development efforts.

2.3.1 Regional Setting

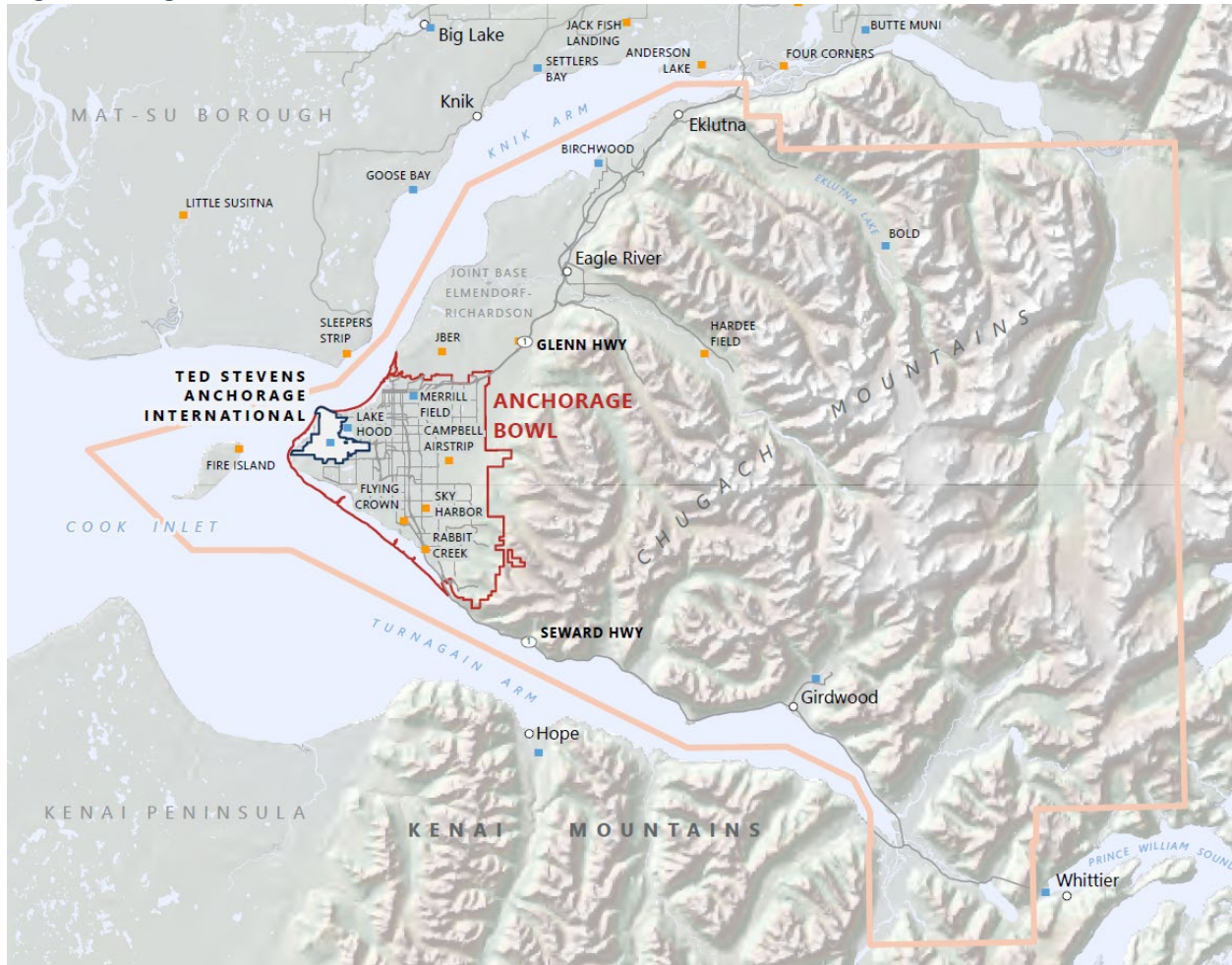
The geographic boundary that defines the regional setting for the Airport Master Plan Update is the Anchorage Metropolitan Statistical Area (MSA), depicted in **Figure 2-9**. As described in Chapter 3 Forecast of Aviation Demand, the Anchorage MSA includes the Airport, the MOA and the Matanuska-Susitna Borough. The land area for the Airport, although owned by the State of Alaska, is located within the Anchorage Bowl and West Anchorage. The Anchorage Bowl exists within the MOA and includes the Airport (33% of the Anchorage Bowl) and the majority of the business areas of downtown Anchorage.

West Anchorage comprises 16% of the total Anchorage Bowl population¹⁹. The West Anchorage Planning Area consists of approximately 13,200-acres bounded by the Cook Inlet and Knik Arm to the west; Westchester Lagoon to the north; West Dimond Boulevard to the south; and Minnesota Boulevard, C Street, Arctic Boulevard, and Spenard Road to the east.

¹⁹ Municipality of Anchorage and URS Corporation, West Anchorage District Plan, 2012.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-9
Regional Setting



Source: RS&H, 2023.

2.3.2 Residential Areas

Although residential areas appear throughout the region, the residential areas discussed in this section are limited to those surrounding the Airport within the West Anchorage Planning Area. These residential areas include the Turnagain, Spenard, and Sand Lake neighborhoods, which are the communities most impacted by aviation activities at the Airport. The Turnagain and Spenard neighborhoods are predominately planned subdivisions with mostly single-family housing, but also include multi-family dwellings. The Sand Lake neighborhood includes mostly single-family housing. All three neighborhoods have room for future residential growth. The Sand Lake gravel pits, located south of the South Airpark, are an area where large plats of homes continue to be developed.

Each neighborhood is well established. Although the neighborhoods have adequate infrastructure, it is aging in some areas. Several schools serve the area. The public schools

closest to the Airport are the Kincaid Elementary School, located near Raspberry Road and Sand Lake Road, south of the Kulis Business Park; and the Lake Hood Elementary School, located north of Spenard Lake on West 40th Avenue.

Each neighborhood has a community council that works with the Airport to address community concerns related to the Airport. Community concerns include noise from aircraft operations and road congestion caused by passenger vehicles and trucks along Northern Lights Boulevard and Raspberry Road.

2.3.3 Surrounding Business Areas

The primary industries in Alaska are based on oil and gas production, tourism, mining, timber, and agriculture. Statewide, future employment is anticipated to increase in the trade, finance, and service industries. In the Anchorage Bowl, the Alaska Economic Development Corporation (AEDC) estimates an increase in the trade and healthcare industry²⁰. Most of the employment opportunities in the Anchorage Bowl are located in the downtown and midtown business districts.

The commercial area called the Spenard Road Corridor exists immediately adjacent to the Airport, extending northeast towards the downtown business district along Spenard Road. The Spenard Corridor Plan (SCP) was adopted by the Municipality of Anchorage in 2020²¹. Industrial areas are located southeast of the Airport from Minnesota Drive and International Airport Road and extend as far south as Raspberry Road.

The Airport generates employment for approximately 15,500 on-site jobs. These on-site jobs generate an annual payroll of \$640 million. Onsite jobs represent 10.3% of total employment in Anchorage. When offsite jobs are included, Airport jobs make up 14.6% of total employment in Anchorage (1 in 7 jobs)²².

2.3.4 Nearby Airports

As part of the regional setting, it is important to consider the public regional airports whose activities may impact or be impacted by the Airport. These public regional airports include: the Lake Hood Airport, Joint Base Elmendorf-Richardson (JBER), Merrill Field, and Campbell Airstrip. Consideration of Lake Hood Airport, Merrill Airfield, and JBER, is important because they are located within the Anchorage Terminal Area. The airspace interactions are described in Section **2.7.2 Airspace**. Descriptions of the airports surrounding the Airport are included in this section.

²⁰ Municipality of Anchorage and URS Corporation, West Anchorage District Plan, 2012.

²¹ Municipality of Anchorage Transportation Planning, Spenard Corridor Plan, 2020.

²² Alaska DOT&PF, The Economic Contribution of the AIAS to Alaska's Economy in 2017, 2019

2.3.4.1 Lake Hood Airport

The Lake Hood Airport (LHD), located immediately east of the Airport passenger terminal complex, is a public-use general aviation facility with a float pond and gravel runway. The most recent Master Plan Update for Lake Hood Airport was completed in September, 2017²³. Lake Hood Airport is the largest and busiest seaplane base in the world. Air traffic at LHD is controlled by FAA Air Traffic Control by the same controllers in the ANC Tower who handle ANC operations. LHD is also owned and operated by the Alaska Department of Transportation and Public Facilities (DOT&PF).

LHD is composed of two aviation facilities: Lake Hood Seaplane Base and Lake Hood Strip. Lake Hood serves floatplanes in the warmer months and planes equipped with skis in the winter months. The Lake Hood Seaplane Base uses Lake Hood, Lake Spenard, and the connecting Hood Canal as the airfield surface. The Seaplane Base has three water-lanes oriented in differing directions. The 1,930-foot-long north / south water lane and 1,369-foot-long northwest / southeast water lane are located within Lake Hood. The 4,541-foot-long east / west water lane spans from Lake Hood to Lake Spenard via the Hood Canal.

Aircraft equipped with wheels also operate at LHD using Runway 14-32. Runway 14-32 is a 2,200-foot-long, 75-foot-wide gravel surface runway located northeast of Lake Hood. Aircraft can also move from tie-down areas and hangars at LHD to ANC via Taxiway V which connects to two airport taxiway systems.

2.3.4.2 Joint Base Elmendorf-Richardson

JBER is a United States military complex located five miles northeast of the Anchorage central business district and eight miles northeast of the Airport. The base (formally known as Elmendorf Air Force Base) was renamed after the unification of Elmendorf Air Force Base and Fort Richardson under the Base Realignment and Closure Commission. The 176th Wing of the Alaska Air National Guard also relocated to the base and vacated the Kulik Air National Guard Base (now known as the Kulik Business Park) formerly found on the southern portion of the Airport property. JBER has three asphalt runways and a gravel strip as well as a water lane at Sixmile Lake. Two of the asphalt runways are located at Elmendorf: Runway 16-34, which is 7,493 feet long and 150 feet wide; and Runway 6-24, which is 10,000 feet long and 200 feet wide. In addition, there is one asphalt runway at Richardson (Bryant Army Airfield): Runway 17-35 is 4,088 feet long and 100 feet wide.

²³ State of Alaska Department of Transportation and Public Facilities Ted Stevens Anchorage International Airport and DOWL, Lake Hood Seaplane Base Master Plan Update, 2017.

In October 2022, JBER started construction on an extension to Runway 16-34. The Runway will be extended by 2,900 feet and the resulting runway length will be 10,000 feet.²⁴ The project is anticipated to be complete in September 2025. The current length of Runway 16-34 limits the operational capability of the flying missions for large aircraft, such as the C-17 Globemaster III based at JBER, specifically during poor weather conditions. The purpose of extending Runway 16-34 is to provide full capability for the aircraft fleet and optimize airfield performance. This becomes particularly useful during poor weather conditions, but also provides reduced potential for conflict with surrounding air traffic. The JBER runway project will reduce airspace conflicts with surrounding airports, which have been an ongoing challenge for decades. Improvements to the airfield lighting and Instrument Landing System (ILS) will also be completed, enhancing flight safety and traffic coordination in the area.

2.3.4.3 *Merrill Field*

Merrill Field (MRI) is a towered, general aviation airport located one mile east of the Anchorage central business district. The most recent Master Plan Update for Merrill Field was completed in December 2016²⁵. Merrill Field has three runways. Runway 5-23 is a 2,000-foot-long by 60-foot-wide gravel and dirt surface runway. Runway 7-25 is a 4,000-foot-long by 100-foot-wide asphalt runway. Runway 16-34 is a 2,640-foot-long by 75-foot-wide asphalt runway. Merrill Field has 844 based aircraft.²⁶

2.3.4.4 *Campbell Airstrip*

Campbell Airstrip (CSR) is a private-use, non-towered, general aviation airport located four miles southeast of the Anchorage central business district. Runway 2-20 is the airstrip's only runway; it is 5,000 feet long by 150 feet wide, with a gravel surface. There are no known airspace interactions with the Airport.

2.3.5 Regional Transportation and Traffic

The roadway system within the Anchorage MSA is well developed, with the major streets classified in the 2014 Anchorage Metropolitan Area Transportation Solutions (AMATS) Streets and Highways Plan. This plan complements the Anchorage 2040 Land Use Plan and supports the AMATS Anchorage Bowl 2040 Long-Range Transportation Plan (June 2020). AMATS is the federally recognized Metropolitan Planning Organization for the Anchorage metropolitan area. Its focus is to work together with other agencies to plan and fund transportation systems in the Anchorage Bowl and Chugiak-Eagle River areas. The street classifications around the Airport are depicted in **Figure 2-10**.

²⁴ JBER Public Affairs, JBER Breaks Ground on \$309 Million Runway Extension, 2022.

²⁵ Merrill Field Airport Master Plan Update, 2016.

https://www.muni.org/Departments/merrill_field/Documents/12.23.16%20Final%20AMP%20Report.pdf

²⁶ FAA National Plan of Integrated Airport Systems (NPIAS) 2023-2027, 2022

The main access roads to the Airport are West International Airport Road, Northern Lights Boulevard, Postmark Drive, Raspberry Road, and Jewel Lake Road. Each roadway is classified in the AMATS Streets and Highways Plan. West International Airport Road is classified as an expressway (Class IV), with four to six lanes, and minimum right-of-way width of 130 feet. Annual average daily traffic volumes in 2021 at the West International Airport Road and Postmark Drive intersection averages 23,100 vehicles per day²⁷.

Jewel Lake Road is classified as a major arterial (Class III) just south of West International Airport Road, with four lanes, and a minimum right-of-way of 100 feet. Annual average daily traffic volumes in 2021 at the West International Airport Road and Jewel Lake Road intersection totaled 32,100²⁸.

Northern Lights Boulevard, Postmark Drive, and Raspberry Road are minor arterials (Class II). Each road has two to four lanes, and minimum rights-of-way of 80 feet. Annual average daily traffic volumes in 2021 at the Raspberry Road and Jewel Lake Road intersection totaled 21,100²⁹. Annual average daily traffic volumes in 2021 at the Northern Lights Boulevard and Aero Avenue intersection totaled 11,700 vehicles. Aero Avenue is the closest signalized intersection to the Airport on Northern Lights Boulevard. The intersection is located east of Northern Lights Boulevard / Postmark Drive intersection.

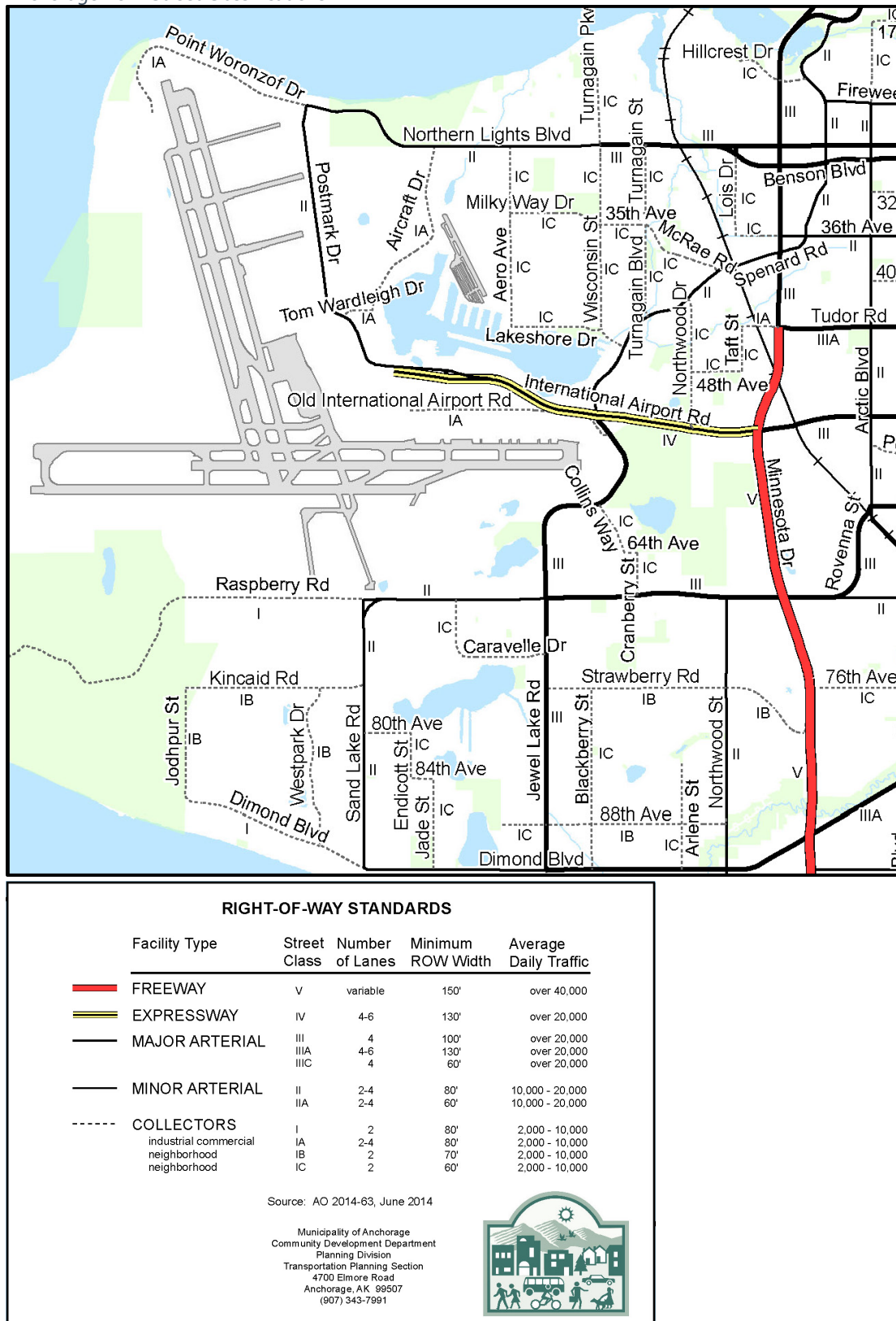
²⁷ Municipality of Anchorage, Annual Traffic Report, 2021

²⁸ Ibid.

²⁹ Ibid.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-10
Anchorage Bowl Street Classifications



Source: Municipality of Anchorage, Official Streets and Highways Plan, 2014.

The Airport access roads are owned by the DOT&PF³⁰ except for Northern Lights Boulevard up to where the name changes to Point Woronzof at Postmark Drive. The posted speed limits³¹ on each Airport access roads are listed below.

- West International Airport Road – 20 / 35 / 50 miles per hour (mph)
 - Speed limit reduced to 35 mph west of Postmark Drive and further reduced to 20 mph entering the terminal curbside
- Postmark Drive - 35 mph
- Northern Lights Boulevard / Point Woronzof Drive - 35 mph
- Jewel Lake Road - 40 mph
- Raspberry Road - 40 / 45 mph
 - Speed limit reduced to 40 mph west of Sand Lake Road

Various traffic studies have been conducted to determine the Levels of Service (LOS) for the traffic flows on the roadways based on their designs and lane capacities. AMATS has defined various Levels of Service ranging from LOS A (uncongested) to LOS F (saturated conditions). A LOS of 'C' or better is considered to be an acceptable level of service and an LOS of 'D' is approaching the capacity for the roadway/intersection. The LOS of traffic at the West International Airport Road and Jewel Lake Road intersection is 'C' in the AM hours and 'D' in the PM hours³².

For future Airport planning efforts, the Anchorage Bowl 2025 Long-Range Transportation Plan recommended the following projects to improve traffic conditions on roadways near the Airport.

- Create an at-grade separation of West International Airport Road at Postmark Drive to improve circulation and access
- Construct an interchange at West International Airport Road and Jewel Lake Road incorporating grade separation of the railroad
- Construct a grade separation of West International Airport Road near Northwood Street with a realignment of the railroad to the south side of West International Airport Road to improve circulation, access, and freight movement

In addition, the MOA recommended that the Airport prepare an "Airport Street Master Plan" to address roadway conditions and traffic issues within Airport property. As part of the WADP, the MOA recommended that the following items be evaluated in the "Airport Street Master Plan":

- Continued restriction of trucks on West Northern Lights Boulevard

³⁰ Anchorage Metropolitan Area Transportation Study, Anchorage Bowl 2025 Long-Range Transportation Plan, 2005.

³¹ Municipality of Anchorage, Annual Traffic Report, 2021

³² Anchorage Metropolitan Area Transportation Solutions (AMATS), Status of the System, 2016

- Maintain adequate capacity on Raspberry Road
- Maintain bicycle access on Postmark Drive
- Reconfigure the Sand Lake Road and Raspberry Road intersection after the South Airpark build-out

Public transit bus service is provided by People Mover, which is a division of the MOA Public Transportation Department. People Mover provides service to the Airport via two routes. Route 40 connects the Airport to downtown Anchorage via Spenard Road. Route 40 operates with 15-minute headways on the weekdays and 20-minute headways on the weekends, as of May 2024³³. Route 65 connects the Airport to the Dimond Center shopping plaza via Jewel Lake Road and Dimond Boulevard. Route 65 with 30-minute headways on the weekdays and 60-minute headways, as of May 2024³⁴

As identified in the AMATS 2040 Metropolitan Transportation Plan, the MOA has been encouraging alternative, non-motorized modes of travel on top of public transit, but additional infrastructure improvements are necessary. Plans to encourage non-motorized modes of transportation, such as walking and bicycling, are documented in the MOA Non-Motorized Transportation Plan, which includes the 1997 Area-Wide Trails Plan, Anchorage Pedestrian Plan (adopted 2007), and the 2010 Anchorage Bicycle Plan. In the vicinity of the Airport, Jewel Lake and Raspberry roads have been identified as part of the core bicycle network. Non-core roads have been identified on West International Airport Road between Northwood Drive and Spenard Road.

The recreational areas around the Airport contain a large network of paved and unpaved multi-use trails. The majority of these trails are located south of the Airport. Some of the more popular trails near the Airport include the Tony Knowles Coastal Trail (Coastal Trail), paved areas around Lake Hood, and the extensive network of trails at Kincaid Park. Popular trails on Airport property include portions of the Coastal Trail and trails near Kincaid Park and Connor's Bog. According to the 2022 Municipality of Anchorage Annual Traffic Report, monthly use of the Coastal Trail through Earthquake Park on the north side of the Airport reached nearly 25,000 bicyclists and exceeded 15,000 pedestrians in June 2022, which was the busiest month of that measuring station for the year.

Passenger rail service is operated and managed by the Alaska Railroad Corporation. The rail line enters the Airport along West International Airport Road and terminates at the Bill Sheffield Alaska Railroad Depot located near the Rental Car Center and the public parking garage. The placement of the rail depot at the Airport offers unique opportunities to connect the air and rail

³³ Municipality of Anchorage Website, <https://www.muni.org/Departments/transit/PeopleMover/Pages/Route40Schedule.aspx>, 2024.

³⁴ Municipality of Anchorage Website, <https://www.muni.org/Departments/transit/PeopleMover/Pages/Route65Schedule.aspx>, 2024.

transportation systems. The International Airport Road transportation corridor joins the main north-south rail line that connects the Intermodal Center in Ship Creek at the north end of the MOA to Seward, which is located approximately 130 miles south of Anchorage. Currently, the rail line is used primarily by passengers who arrive on seasonal cruise ship charters. This is most common during the summer months. Several trains operate during the day. The routes have been expanding recently and reach as far north as Fairbanks and as far south as Seward³⁵. The proposed expansion is consistent with Anchorage 2020's policy to tie Anchorage to outlying communities with commuter rail and intermodal transit (Policy 30a).

2.3.6 Freight Movement Areas

Approximately 90% of freight entering the Anchorage MSA does so via ocean freighters at the Don Young Port of Alaska located northeast of the Airport³⁶. Goods are then distributed primarily by truck along the Glenn and Seward highways as well as along West International Airport Road, Minnesota Drive, and Tudor Road. Regional truck traffic is anticipated to increase in the future commensurate with projected growth in freight activity. Freight is also transported via rail operated by the Alaska Railroad Corporation.

The remaining 10% of freight entering the Anchorage MSA occurs mostly at the Airport. Freight that enters the Airport is typically express freight. Air freight is moved off aircraft and transported to distribution centers via trucks along dedicated truck routes. These routes include Postmark Drive, Lake Hood Drive, West International Airport Road, Old International Airport Road, Raspberry Drive, and Jewel Lake Drive. Northern Lights Boulevard is not identified as a truck route as it passes through residential communities.

2.3.7 Compatibility

Compatibility issues addressed in this section include land use / zoning, height restrictions, noise, and nearby recreational areas surrounding the Airport. These issues are frequently raised during discussions between the Airport and local residents and businesses surrounding the Airport. Many of the issues are voiced because they pertain to the safety of air navigation for pilots and the surrounding community. Other concerns include quality of life issues raised by residents and businesses, such as aircraft engine noise, or the preservation of recreational areas and natural buffer areas between the Airport and nearby homes and businesses.

2.3.7.1 Land Use / Zoning Surrounding the Airport

The MOA surrounds the Airport. Land uses within the Airport property are determined and controlled by the DOT&PF. Land uses and zoning surrounding Airport property are determined

³⁵ <https://www.alaskarailroad.com/ride-a-train/route-map/denali-star>

³⁶ Municipality of Anchorage, Traffic Department and Anchorage Metropolitan Area Transportation Study, *Freight Mobility Study*, 2001.

and controlled by the MOA. The Anchorage 2040 Land Use Plan Map was adopted in 2017 and it depicts the comprehensive future use of all land within the Municipality. The 2040 Land Use Plan Map is depicted in **Figure 2-11**.

The portion of the MOA that is closest to the Airport is known as the West Anchorage area. The last update to the West Anchorage land uses was completed and documented in the 2012 WADP, with the MOA posting the Anchorage 2040 Land Use Plan in 2016. The WADP Land Use Plan Map is depicted in **Figure 2-12**.

Within the West Anchorage Planning Area, most of the land area owned by the MOA is set aside for the Airport (33%). The remaining land uses are: residential (22%), parks and open space (17%), railroad or other rights-of-way (11%), and vacant (6%)³⁷. Other facilities in the Anchorage Bowl and West Anchorage include the Asplund Wastewater Treatment Facility to the northwest and FAA institutional lands to the south.

The zoning map dictates generally what can be built within the MOA per Title 21 of the Anchorage Land Use Planning Code. It is depicted in **Figure 2-13**. Similar to the land use breakdown, residential uses within the West Anchorage Planning Area comprise the largest land use component with approximately 37%, followed by air-transportation related uses at 33%, and public and institutional lands at 19%.

The Airport is zoned as a Transition District (T). Per the Planning Code, the Transition District includes suburban and rural areas that are not developing and are not expected to develop in the immediate future along definite land use lines because of their location in relationship to other development, topography, or soil conditions. The Planning Code also contains a zoning overlay district that restricts the height of structures adjacent to the Airport for safety reasons. Future revisions of Title 21 should consider, in conjunction with the DOT&PF, establishing the Airport as a separately defined zoning district. This would allow potential development standards and Airport influence overlay zones (e.g., noise, height, and land uses) to be created. Influence zones relating to aviation development and development in areas surrounding the Airport would help to ensure compatibility between the Airport and the surrounding community.

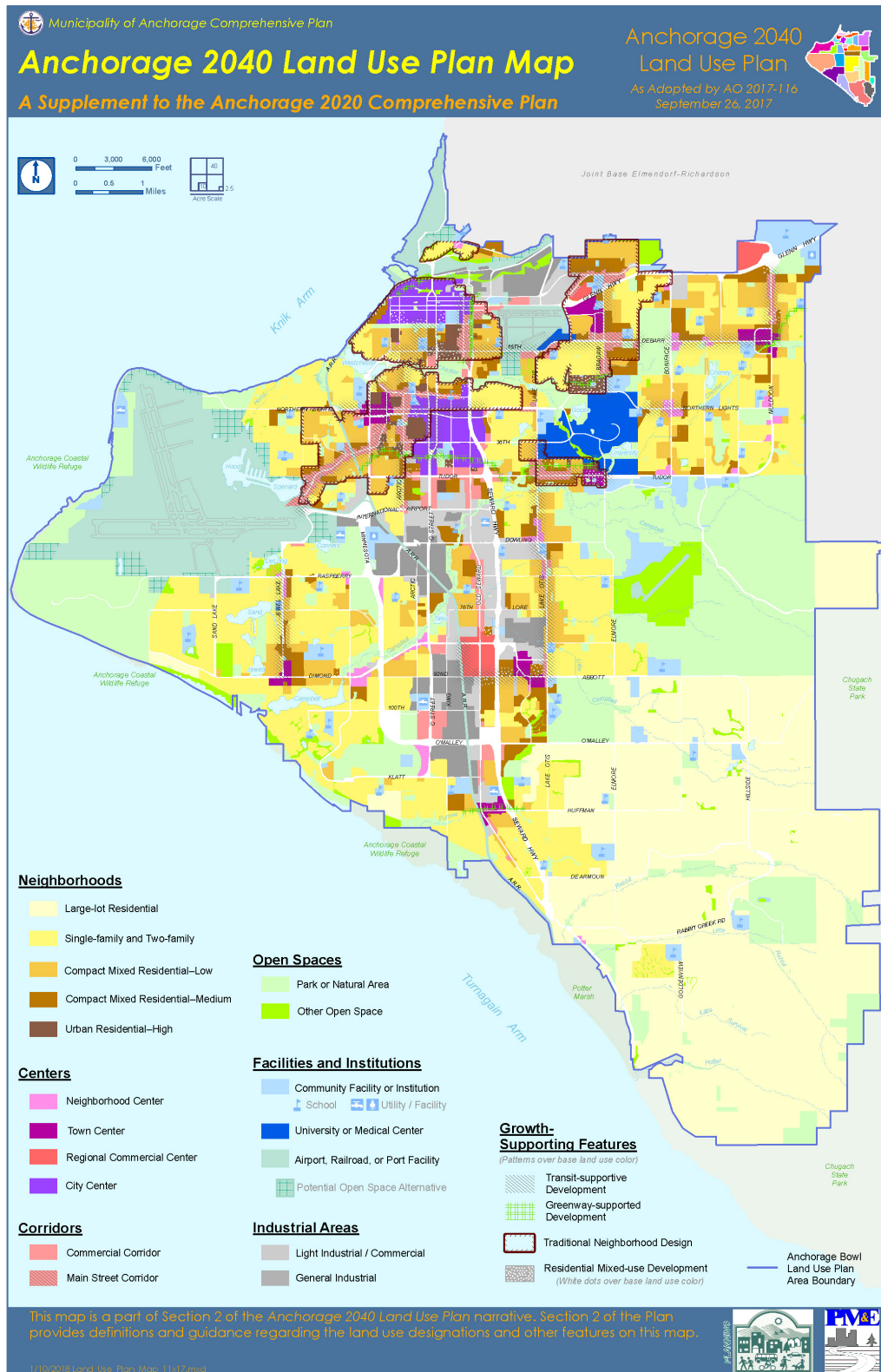
It should be noted that parts of the Anchorage District are designated as wetland areas. These areas are discussed in detail in **Section 2.9.14**.

³⁷ Municipality of Anchorage and URS Corporation, *West Anchorage District Plan*, 2012.

As the Airport and region continue to grow, compatibility concerns related to land use and activities at the Airport and surrounding areas need to be considered. Prudent actions must be taken to ensure the continued safe and efficient operation of the Airport as well as to maintain the well-being of the residents and businesses within the MOA and State of Alaska.

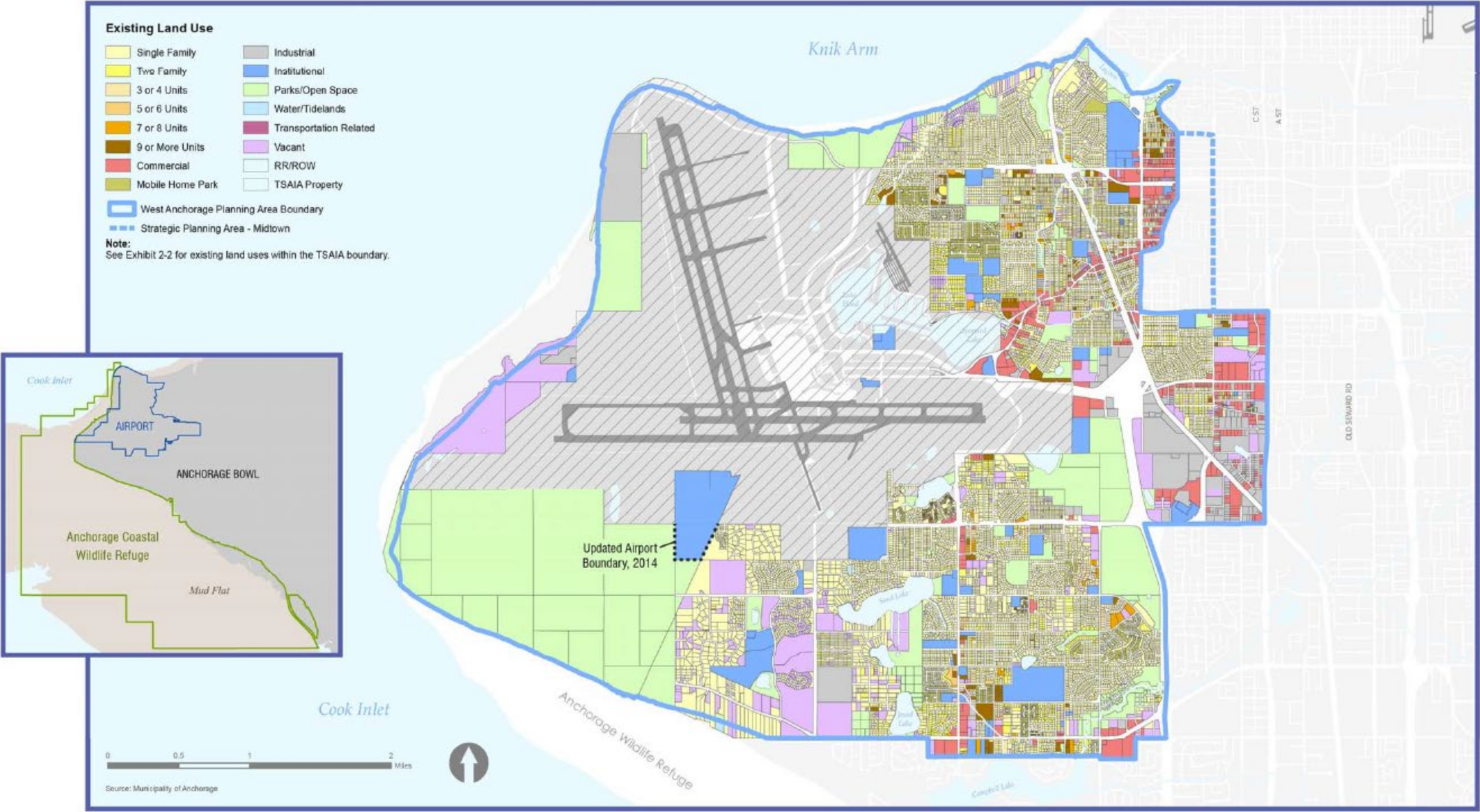
Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-11
Anchorage 2040 Land Use Plan Map



Source: Municipality of Anchorage, *Anchorage 2040 Land Use Plan*, 2017

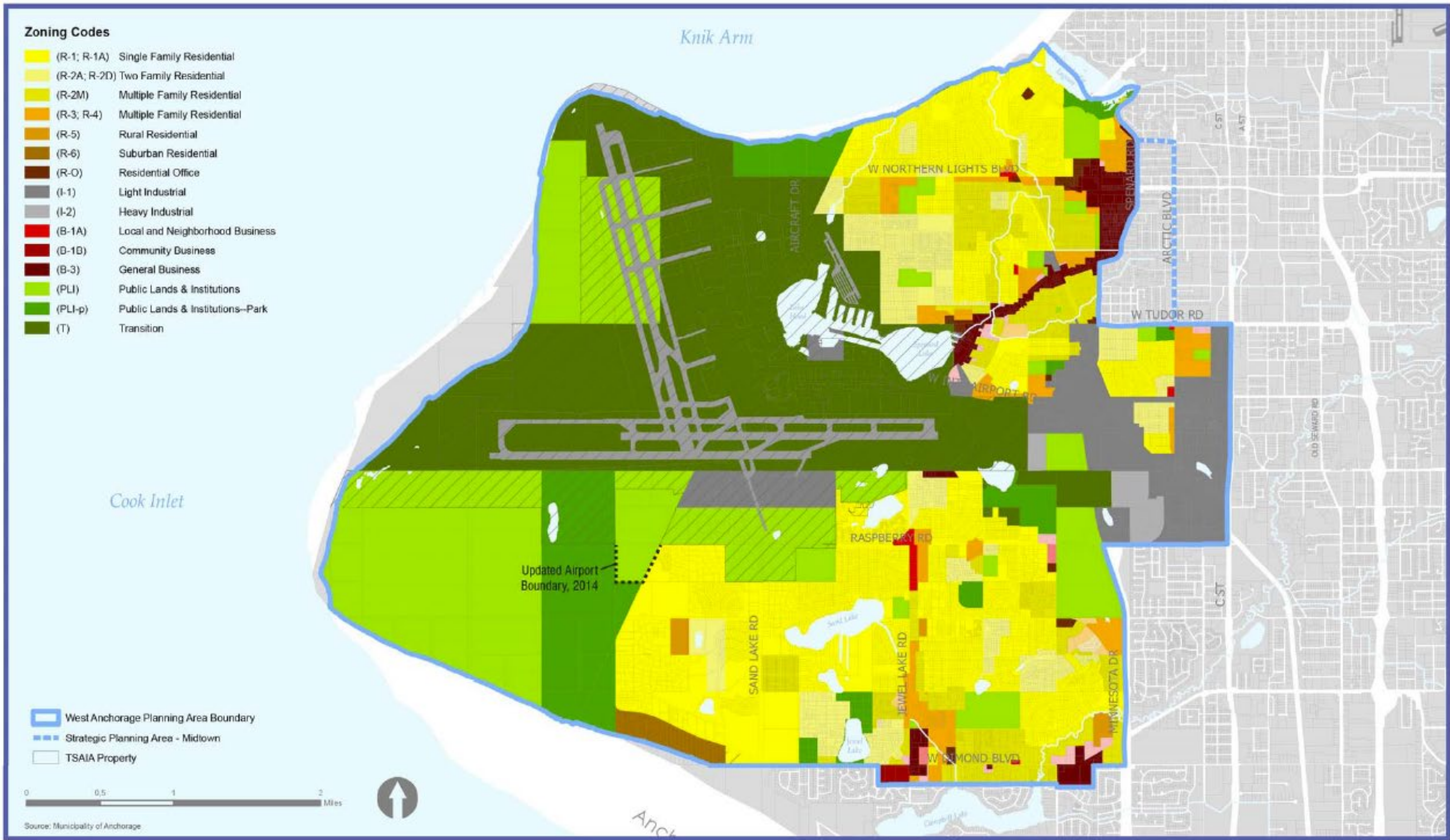
Figure 2-12
WADP Land Use Plan Map



Source: Municipality of Anchorage and URS Corporation, *West Anchorage District Plan*, 2012.
Notes: ROW = Right-of-Way, TSAIA = Ted Stevens Anchorage International Airport.

<https://www.muni.org/Departments/OCPD/Planning/Publications/Documents/Anchorage%202040%20Land%20Use%20Plan/Anchorage%202040%20LUP-Section2.pdf>

Figure 2-13
Zoning Map



Source: Municipality of Anchorage and URS Corporation, *West Anchorage District Plan*, 2012.
Note: TSAIA = Ted Stevens Anchorage International Airport.

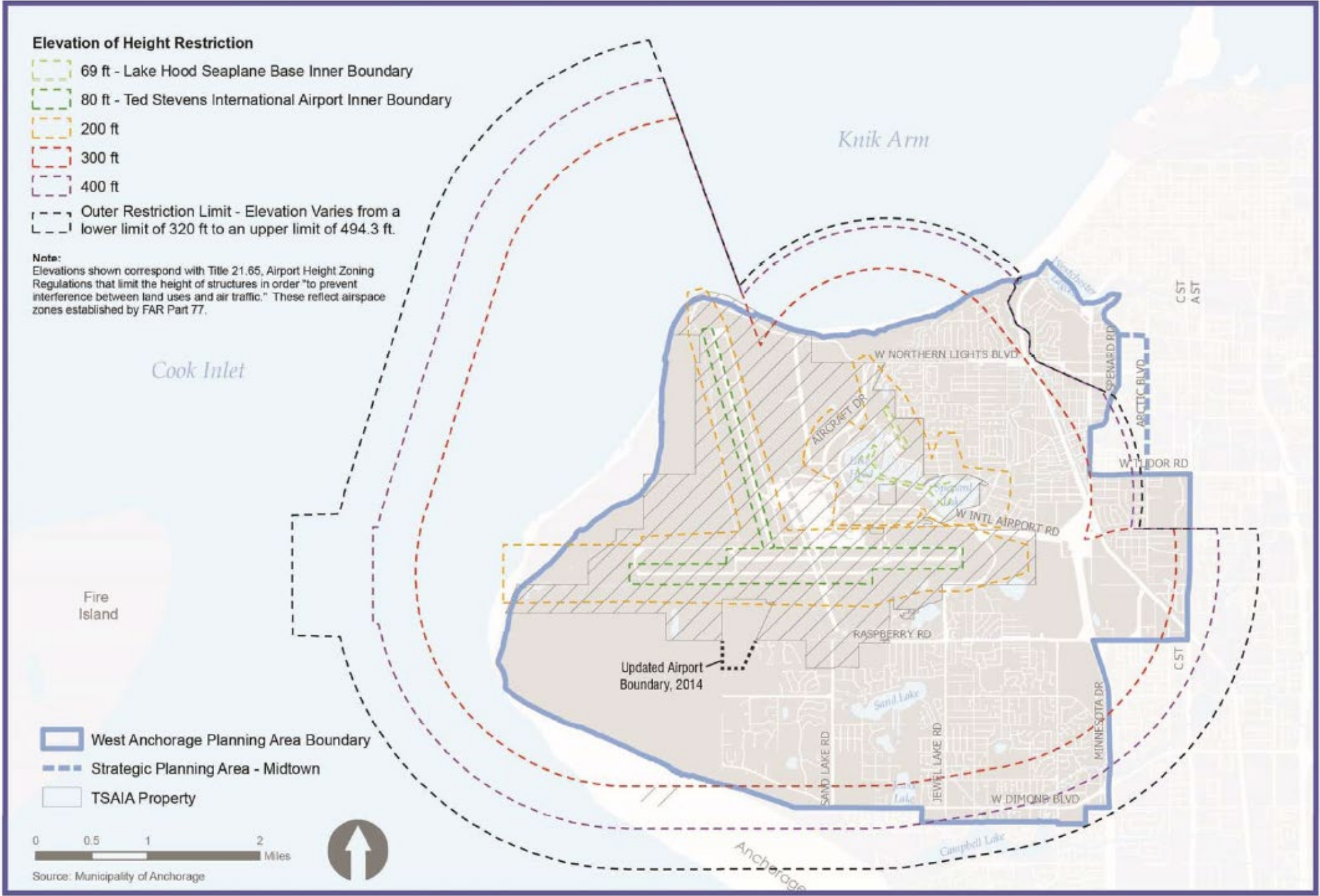
To address existing and potential future compatibility concerns, the MOA conducted the WADP (adopted by the Anchorage in 2012). The purpose of the WADP effort was to develop a 20-year strategic implementation plan. The WADP is a formal element of Anchorage 2020, which was succeeded by the Anchorage 2040 Land Use Plan in 2016. The WADP documents the zoning and land use of the West Anchorage Planning Area, the land development history, including land uses and ownership, as well as past measures taken to resolve potential land use conflicts. Through a series of workshops with community stakeholders, the WADP process developed a general public policy plan that reflects the vision of residents, landowners, and public entities for future growth in West Anchorage. The plan includes recommendation of a viable land transfer between the State of Alaska and MOA to address the Airport and stakeholder concerns regarding land uses surrounding the Airport. The land transfer would effectively change the Airport property boundary.

This section summarizes the research and findings of the WADP, Anchorage 2020, and other known related efforts to evaluate and promote compatibility between the Airport and its surrounding areas. Further discussions regarding the compatibility issues are addressed in subsequent sections of the Master Plan Update document. It should be noted that the purpose of the Master Plan Update is not to recommend an appropriate compatibility plan. Rather, it acknowledges the recommendations made in the WADP and ensures that those recommendations are carried forward into the master plan alternatives development efforts.

2.3.7.2 Airport Height Restrictions

The MOA adopted the FAA Part 77 imaginary surfaces as its airspace zones in Title 21, Chapter 65, "Airport Height Zoning Regulations." These zones regulate the permitted heights of new development around the Airport. The purpose of these restrictions is to prohibit buildings from being built too high, which may pose an obstruction to air navigation. In general, building heights cannot exceed 35 feet or the height established on the airport height overlay map, whichever is greater. In addition, any building exceeding 200 feet above a federally established airport reference point requires FAA approval. The building height restrictions as established by the MOA for areas outside the Airport property boundary are depicted in **Figure 2-14**. The Airport, MOA, and FAA are working continuously to evaluate and update the height restriction map.

Figure 2-14
Height Restriction Map



Source: Municipality of Anchorage and URS Corporation, *West Anchorage District Plan*, 2012.
Note: TSAIA = Ted Stevens Anchorage International Airport.

2.3.7.3 Noise

One of the most commonly raised issues by residents living near the Airport, and by residents living near airports generally, is aircraft noise. The DOT&PF completed an FAA Part 150 Noise Compatibility Study Update in 2015 to assess the effects that aircraft noise has on the communities surrounding the Airport. The previous Part 150 Study was completed in 1998. The Part 150 Study, as defined on the Part 150 Study website, is "... the FAA approved requirements for determining noise levels in areas near the airport. The Part 150 study process has two steps: 1) establishment of Noise Exposure Maps, which identify the levels of airport noise in areas around the airport, and 2) development of a Noise Compatibility Program designed to reduce the number of people and/or incompatible land uses within the airport's noise contours."³⁸

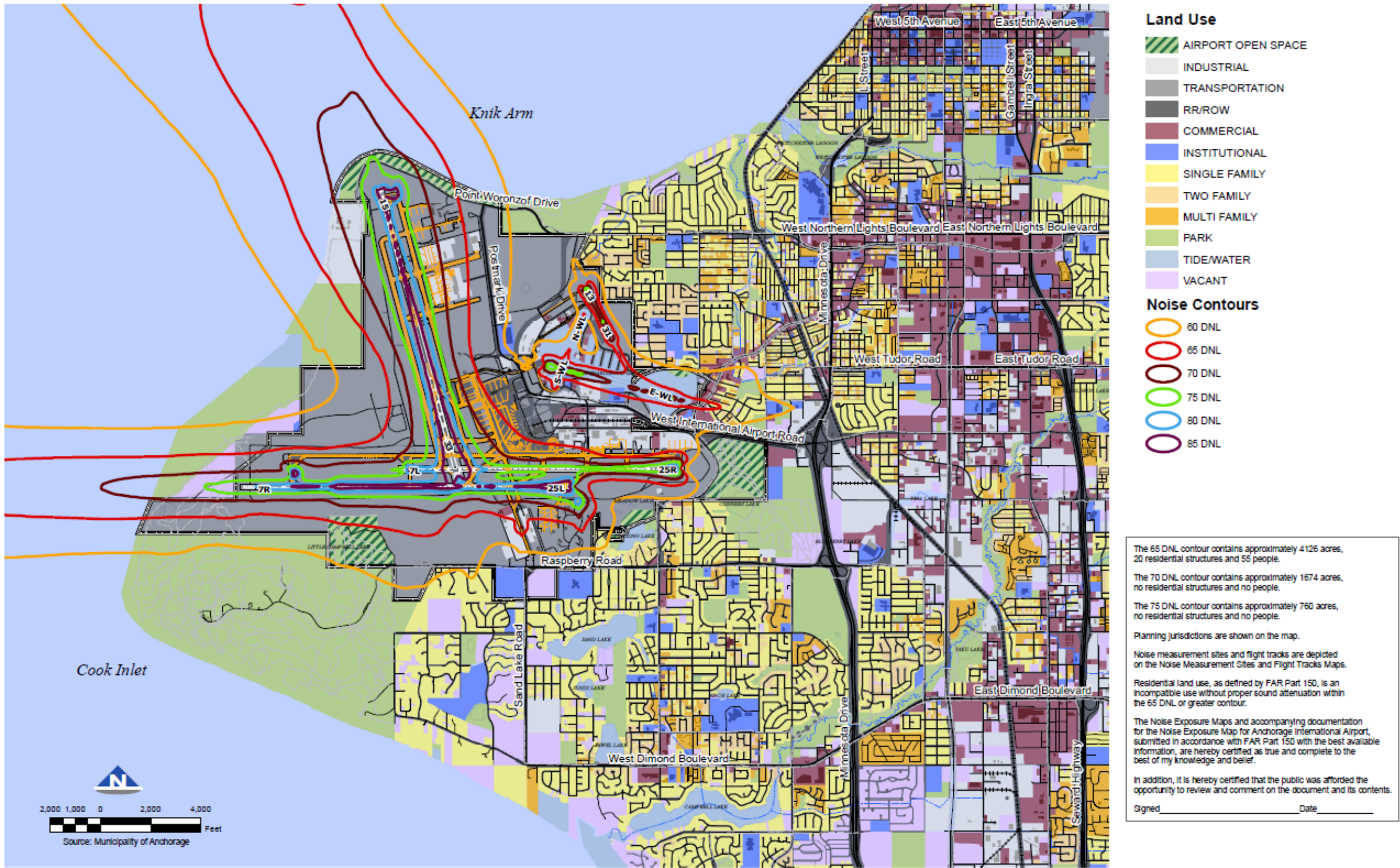
As part of the Noise Compatibility Program for the Airport, the land use and noise abatement recommendations of the Part 150 Study and other related noise studies are implemented³⁹. The Airport measured airport noise with specialized equipment, catalogued community noise complaints, and solicited comments from the community to measure noise, identify noise sources, and determine noise control methods. The Airport has continuously taken several actions to mitigate noise impacts. A Residential Sound Insulation Program (RSIP) was implemented using FAA and Airport funds to insulate over 700 homes built prior to 1998 within the 65 to 70 Day-Night-Average-Sound-Level (DNL) noise contour. In addition, the Airport installed a Flight Track & Noise Management System to monitor and measure aircraft flight tracks and noise. The Airport has also established a procedure to track and respond to noise complaints.

The noise exposure maps developed during the Part 150 studies show various contours based on the average annual DNL. The 2009 noise contours, developed as part of the 2015 Part 150 Noise Compatibility Study, were approved by the FAA in 2015. The 2009 contours are depicted in **Figure 2-15** along with the land use map at the time the study was completed. The projections for noise contours for the year 2020 and 2030 are depicted in **Figure 2-16** and **Figure 2-17**.

Sound levels are generally highest during the summer months when aviation activity at the Airport, as well as at the Lake Hood Airport and the many airports within the metropolitan area, is highest.

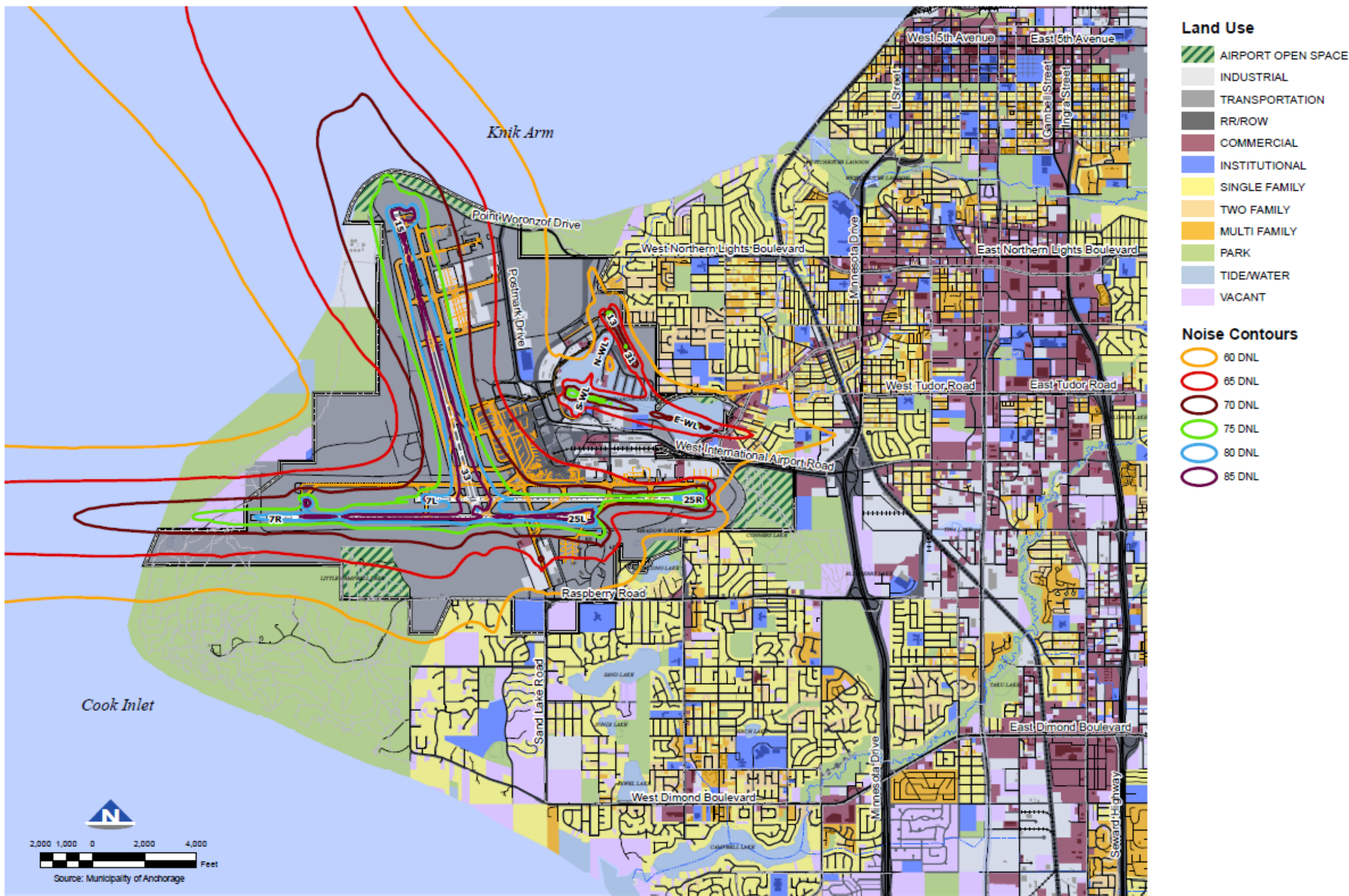
³⁸ Ted Stevens Anchorage Airport Part 150 Study, ANC Airport Website, 2022.
<https://dot.alaska.gov/anc/business/noise/compatibility/compatibilityStudy.pdf>

Figure 2-15
2009 Noise Exposure Map



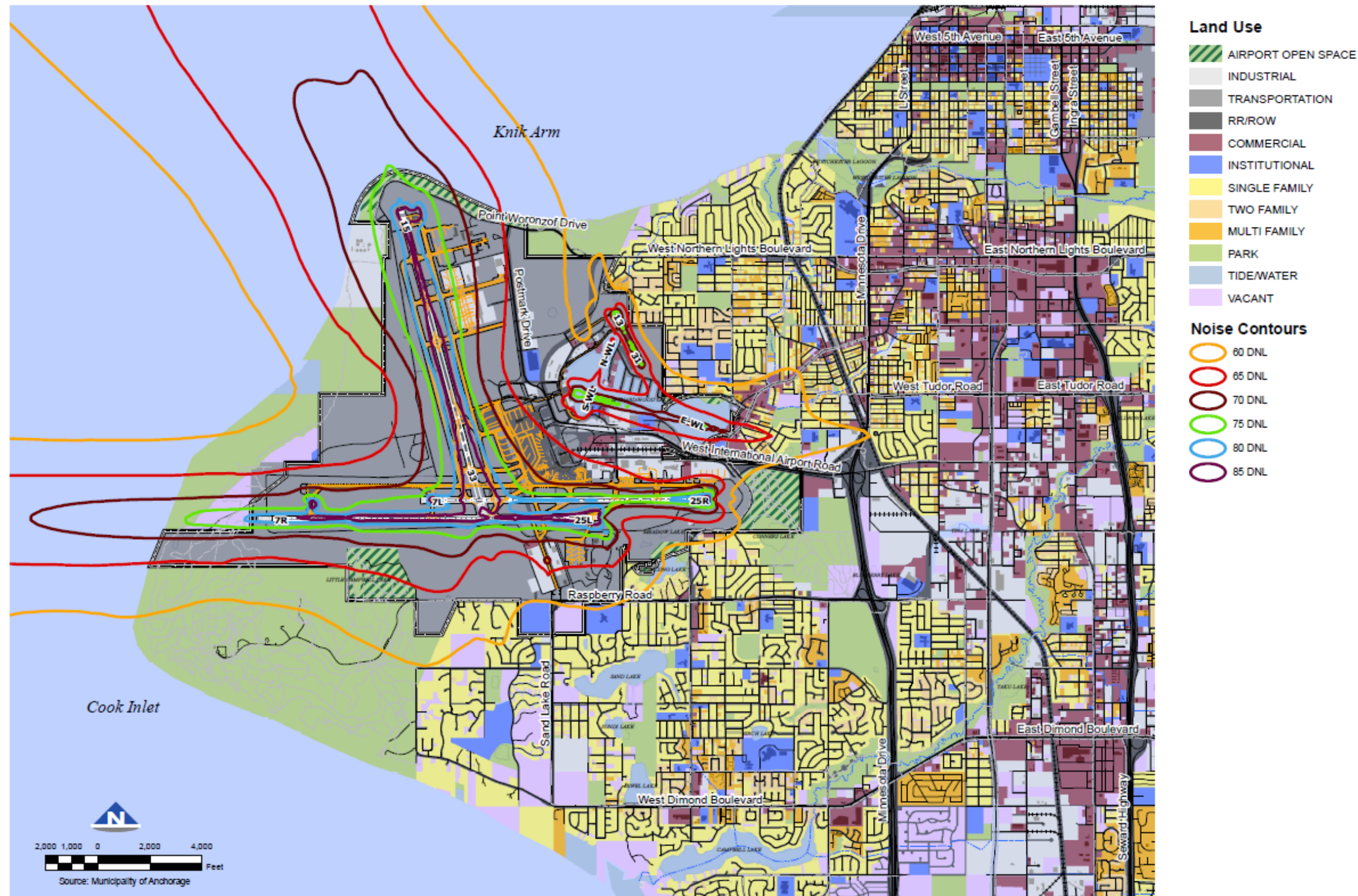
Source: Ted Stevens Anchorage Airport Part 150 Study, ANCAirport Website, 2022. <https://ancairport.com/download/2015-noise-compatibility-study-update/?wpdmdl=3431&refresh=623e923511f7a1648267829>

Figure 2-16
2020 Forecast Noise Contours



Source: Ted Stevens Anchorage Airport Part 150 Study, ANC Airport Website, 2022. <https://ancairport.com/download/2015-noise-compatibility-study-update/?wpdmdl=3431&refresh=623e923511f7a1648267829>

Figure 2-17
2030 Forecast Noise Contours



Source: Ted Stevens Anchorage Airport Part 150 Study, ANCAirport Website, 2022. <https://ancairport.com/download/2015-noise-compatibility-study-update/?wpdmcl=3431&refresh=623e923511f7a1648267829>

2.3.7.4 Recreational and Open Space

Various recreation and open space areas exist within and surrounding the Airport. Where recreational uses are allowed within Airport property, temporary maintenance agreements, which permit temporary recreational use, were entered into between the Airport and MOA. All but one of these agreements are now expired. However, the Airport continues to allow month-to-month use for recreational purposes until such future time that aviation demand necessitates the land be used for Airport development, or until a viable resolution to ensure long-term use can be achieved. The various recreation and open space areas on and surrounding the Airport are depicted in **Figure 2-18**.

Tony Knowles Coastal Trail

Access to the coast has always been a long-term community goal. It was first documented in the 1979 Coastal Management Plan. As a result, the Coastal Trail was developed in the early 1980s to provide coastline access from downtown Anchorage. The Coastal Trail meanders through Anchorage neighborhoods, around the Airport, along the coastline, and finally to Kincaid Park, located south of the Airport. Trailheads are located along the Coastal Trail at:

- Earthquake Park
- Near the intersection of Postmark Drive and Point Woronzof Drive
- Just north of the Point Woronzof Drive and Hutson Drive intersection
- Several locations within Kincaid Park

The Coastal Trail is used frequently by pedestrians, cross-country skiers, and bicyclists. It is maintained by the MOA.

Portions of the Coastal Trail run through Airport property. These portions are permitted through easements and Airport maintenance agreements, which were negotiated between the Airport and MOA. Some of these easements and agreements are not permanent. One maintenance agreement (contract ADA-30118) between the State of Alaska and MOA allows for temporary use of Airport property for the public trail with an understanding that the property could be used for aviation purposes in the future. The contract has no expiration date but can be terminated by either party with 90 days' notice. Some of these trails are shown on the latest FAA conditionally approved Airport Layout Plan as belonging to an Airport "buffer" area where a future use has not specifically been defined. Advocates of the Coastal Trail would like to see the temporary easement renegotiated to create a permanent easement or to transfer the trail lands and associated greenbelt from the State of Alaska to the MOA.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-18
Existing Parks and Open Space



Source: Municipality of Anchorage and URS Corporation, West Anchorage District Plan, 2012
Note: TSAIA = Ted Stevens Anchorage International Airport

Earthquake Park

Earthquake Park is located north of the Airport along Northern Lights Boulevard and Aircraft Drive. The park is the site where the 1964 9.2- magnitude earthquake caused the landmass supporting the Turnagain neighborhood to slide into the ocean. Approximately 75 homes were destroyed in the earthquake. Park amenities include picnic areas, a walking trail, and various informative signs about the earthquake incident.

Kincaid Park

Kincaid Park is located south of the Airport and is one of the largest parks in the West Anchorage Planning Area. In addition to the abundant natural open space, amenities include recreational trails, various overlook areas, a stadium, archery field, and soccer fields. Trails adjacent to Kincaid Park are located on Airport property. Recreational uses in this area are allowed temporarily via a short-term maintenance agreement. The Coastal Trail begins north along the coastline and passes through Airport property and Kincaid Park. Raspberry Road, which is located on the northeast portion of Kincaid Park, provides vehicle access to the park. Portions of the access road are located on Airport property. Vehicle access to Kincaid Park is not available from the west side of the park.

Little Campbell Lake / Little Campbell Lake Beach

Little Campbell Lake, also referred to as Beer Can Lake, is located on airport property south of Runway 7R-25L and northeast of Kincaid Park. The State of Alaska granted permission to use the area for recreation in May 1973.⁴⁰ A new maintenance agreement was signed in January 1995 between the State of Alaska and the Municipality of Anchorage where the State of Alaska acknowledges the recreational value of the land surrounding Little Campbell Lake and has granted access to the public in exchange for the Municipality maintaining the land.

The Municipality has requested the State of Alaska renew the agreement or incorporate more of the surrounding land into the agreement on multiple occasions since 1995; however, the State of Alaska has denied these requests because permanent recreational use of the land conflicts with the Airport's long-term land use plan. The land area is designated for future Airport development under the current FAA-approved Airport Layout Plan. Agreeing to a new and/or expanded agreement is not in the best interest of the State of Alaska given the conflict with the land use plan and given the possibility the public may perceive the land will remain recreational when it is reserved for future Airport development.

Point Campbell Park

Point Campbell Park is located north of the approach end of Runway 7R. It is accessible only by the Coastal Trail.

⁴⁰ Municipality of Anchorage Website, <https://www.muni.org/Departments/parks/Pages/LittleCampbellLakeBeach.aspx>

Point Woronzof

Point Woronzof is the geographical area located north of the Airport and includes a parking area and overlook. The Coastal Trail passes through Point Woronzof. Many people frequent Point Woronzof to photograph aircraft and the natural scenery.

Section 2.9.4.1 includes a description of historic erosion of Point Woronzof and ongoing attempts to resolve the issue.

Point Woronzof Park

Point Woronzof Park, not to be confused with Point Woronzof, is located west of the Airport and south of the Asplund Wastewater Treatment Facility which is operated by the Anchorage Water and Wastewater Utility (AWWU). Point Woronzof Park was originally owned by the Heritage Land Bank. The property was exchanged in 1995 as part of a land transfer agreement between the Heritage Land Bank, the Airport, and the Anchorage School District. In the arrangement approved by the Anchorage Assembly, the Airport agreed to convey 40 acres of Airport property at the southwest corner of Caravelle Drive and Raspberry Road to the Anchorage School District to build a new elementary school in the Sand Lake area. In exchange, 130-acres of land owned by the Heritage Land Bank west of the Airport were transferred to the Airport. In the same land exchange agreement, 191 acres of Heritage Land Bank land was transferred to the Parks and Recreation Department. The area that was transferred to the Parks and Recreation Department became Point Woronzof Park. The Coastal Trail goes through Point Woronzof Park as well as a portion of Airport land located just south of the park.

Connor's Bog / Connor's Lake Park

Connor's Bog / Lake Park is located near the east end of the Airport's parallel runways. Airport land adjacent to Connor's Bog / Lake Park is temporarily being used as a parking lot and for access to Connor's Bog.

Lake Hood Airport Public Walking Route

One of the more popular walks for residents living near the Airport is a public walking route around Lakes Hood and Spenard. Although members of the public are allowed access to the lakefront to view aircraft, safety concerns exist regarding the interaction of pedestrians, vehicles, and aircraft. Residents and visitors occasionally walk onto the active taxiways and access roads. To address pedestrian safety issues, a Lake Hood Pedestrian Study was completed in 2010 and a gateway / signage / pathway plan was implemented in 2011. The Airport currently maintains the walking route.

Spenard Lake Beach

Spenard Lake Beach is located on the north side of Spenard Lake at the Lake Hood Airport. Amenities include a picnic area and playground.

The beach area was originally used in the early 1900s as a resort and swimming area. The City of Anchorage purchased the beach area in August 1934 from the federal government (Patent No. 1071292). The beach was then passed to the State of Alaska in October 1975 as part of the condemnation for the operation of Lake Hood Airport. The continued use of the area as a beach or recreational area was not a part of the transfer agreements. The MOA was compensated for the land in the final judgment (Civil Action 73-2351, Book 4, Page 66, Anchorage Recording District). When the Lake Hood Airport was transferred to Airport ownership, the land area became subject to FAA grant assurances. At that time, the DOT&PF and MOA signed a maintenance agreement, which expired in 1992, to temporarily use Spenard Lake Beach as a public beach until it should be needed for aviation development. The maintenance agreement is now in a month-to-month holdover status. The picnic area is the former Lions Club Picnic Area located at the northwest corner of Spenard Lake. The Anchorage Lions Club operated the picnic area between 1995 and 1998. The Airport currently maintains the picnic area.

DeLong Lake Park

DeLong Lake Park is located southeast of the Airport and is accessible by Jewel Lake Road. Amenities include picnic areas, toilet facilities, and a small boat dock. It is a popular location for lake fishing. Just north of DeLong Lake Park, within the Airport property, is the Meadow Lake area. It is considered a temporary park and recreation area.

Natural Buffers

The Airport is surrounded by natural, undeveloped land areas. Although not set in any formal agreement, many of these areas are considered by the MOA and local residents as natural buffers between the Airport and other residential, developed, or undeveloped areas. These natural buffers include Turnagain Bog and wooded areas along Point Woronzof Drive, Raspberry Road, and the Kulis Business Park. Many residents living near the Airport would like to see these natural buffers remain.

Although the Airport land area is State-owned, Turnagain Bog has specific limitations on its development. Section 5 of Anchorage Ordinance 2000-151 (S-2), adopted by the Anchorage Assembly, states any proposed development on natural portions of Turnagain Bog can occur only after a master plan is prepared jointly by the Airport and MOA and approved by the Anchorage Assembly after public hearing.

Assembly Memorandum 928-2000 (A-2) indicates that the Airport will establish a 55-acre scenic easement area (or natural buffer) along its boundary with the Turnagain neighborhoods. There are differing opinions regarding whether the ordinance is legally binding upon the Airport, and this matter will need further determination.

Anchorage Coastal Zone

The MOA dedicated the Anchorage Coastal Zone / Designated Recreation Areas to preserve the coastal habitats and maintain public access to coastal areas. Areas within the Anchorage Coastal Zone include Kincaid Park and the Coastal Trail.

Anchorage Coastal Wildlife Refuge

The Anchorage Coastal Wildlife Refuge is located along the Cook Inlet coastline of the West Anchorage Planning Area, with the greatest expanse of the Wildlife Refuge located south of the Airport.

2.4 Airport Land Use

A focus of the ANC Airport Master Plan Update (Master Plan Update) identified at the outset of the master planning process by Airport management staff was a desire to better understand the on-Airport land area and uses. This understanding will help Airport management and planning staff be better equipped at managing Airport land assets, maximizing property availability for aviation development through efficient and compatible planning, and making appropriate strategic decisions to accommodate future growth demands. The ultimate purpose is to ensure adequate land is available to support air transportation requirements for the 20-year planning horizon and beyond.

Several events or reasons prompted the need for a more in-depth land use effort. In February 2011, the Kulis Air National Guard Base was vacated and the 176th Wing of the Alaska Air National Guard moved to Joint Base Elmendorf-Richardson (JBER). The 2011 Kulis Land Use Plan included a market assessment for potential development of the Kulis Business Park. Redevelopment of much of the Kulis Business Park has occurred as a result of that planning study.

In July 2012, the MOA adopted the West Anchorage District Plan (WADP) as a formal element of the Anchorage 2020: Anchorage Bowl Comprehensive Plan. In the WADP, several land transfer options between the MOA and the Airport were explored in response to stakeholder requests to protect public recreational areas and accommodate future Airport growth. Transfer of land between the MOA and the Airport has not occurred as of June 2024. However, the WADP land transfer options may be revisited at a later date.

The Airport Layout Plan was updated as part of the Master Plan Update. The Airport Layout Plan is a set of drawings that present a graphic representation of the existing facilities and planned development of an airport. Such a plan is required by the FAA for an Airport Sponsor to be awarded a grant and its associated funds for airport development. An understanding of airport land uses is necessary in order to update two of the drawings required in the Airport Layout Plan: the Land Use Drawing, and Exhibit "A" Property Map. The Land Use Drawing shows the existing and future on-Airport land uses. The Exhibit "A" Property Map shows the Airport parcels and includes information pertaining to the Airport Sponsor's acquisition or release of Airport parcels, as well as details of any associated FAA obligations.

Section 2.4 includes an explanation of the FAA grant assurances or obligations the Airport must abide by to continue to receive federal funding for Airport development projects. In addition, the section includes an inventory of the various land use categories. Three land use categories are described and defined: 1) land uses by functional area, 2) land uses by geographic area, and 3) land uses for the purpose of leasing agreements.

2.4.1 FAA Grant Assurances

FAA obligations occur in the form of grant assurances, which are placed on airports as a condition of receiving funds offered through FAA administered airport financial assistance programs. These include distribution of grants through programs such as the FAA Airport Improvement Program (AIP) and revenue generated from Passenger Facility Charges (PFC). Grant assurances are either included in AIP grants or specifically incorporated by reference. Grant assurances require that airports safeguard compatible land use surrounding the airport, pursue self-sustainability, and / or regulate how airport revenue is used. The obligations accepted under each grant program or conveyance document may vary.

Obligations are also attached to airport land that is acquired through federal property transfers. In these cases, restrictive covenants are placed on property deeds that require airport land to be used for specific aeronautical purposes. The covenants generally last for as long as the property is owned and operated as an airport. These obligations also regulate the sale or disposal of federally acquired property. If sale or disposal is approved by the FAA, fair-market value is generally required. The FAA enforces grant assurance obligations to protect its investment in, and the integrity of, the national air transportation system. The goal is to protect the public interest in civil aviation and ensure compliance with applicable federal regulations. The FAA enforces these obligations through its Airport Compliance Program. Additional information about the Program can be obtained from the FAA website as well as in FAA Order 5190.6B Change 3, Airport Compliance Manual, and FAA Order 5100.38D Change 1, Airport Improvement Program Handbook.

2.4.2 On-Airport Functional Land Use Categories

The Airport also has a Land Use Plan for on-Airport property. Land use categories were identified and defined by functional area in the 2014 Master Plan Update and depicted in the 2016 Airport Layout Plan. The land uses and their definitions are listed below.

- **International Cargo** – The International Cargo land use classification includes Airport lands related to the accommodation of facilities for the handling and processing of international air cargo and air mail including apron areas for the loading, unloading, maintaining, and servicing of international cargo aircraft with direct airfield access.

Example facilities and activities include, but are not limited to, international cargo processing, transitional warehousing, hangar facilities, apron space, and remain overnight cargo aircraft parking positions for air carriers operating through Anchorage between the Lower 48 States and international destinations.

Tenants and facilities in this classification are differentiated from Domestic Cargo in that the aircraft and cargo operations associated with this classification originate or terminate outside of

the United States. Also, International Cargo operations typically utilize larger aircraft (e.g., wide-body jets) and occupy larger cargo processing and transitional warehouse facilities.

Uses in this classification are deemed compliant with the FAA's definition of Aeronautical use.

- **Domestic Cargo** – The Domestic Cargo land use classification includes Airport lands related to the accommodation of facilities for the handling and processing of domestic air cargo and air mail including apron areas for the loading, unloading, maintaining, and servicing of domestic cargo aircraft with direct airfield access. Domestic Cargo encompasses activities classified as Regional Cargo and Other Domestic Cargo.

Example facilities and activities include, but are not limited to, domestic cargo processing, transitional warehousing, hangar facilities, and apron space for air carriers operating within Alaska or between Anchorage and the Lower 48 States.

Tenants and facilities in this classification are differentiated from International Cargo in that the aircraft and cargo operations associated with this classification typically originate and terminate within Alaska and the Lower 48 States. Also, Domestic Cargo operations typically utilize smaller aircraft (e.g., turboprops and narrow-body jets) and occupy smaller cargo processing and transitional warehouse facilities.

Uses in this classification are deemed compliant with the FAA's definition of Aeronautical use.

- **Aircraft Aeronautical** – The Aircraft Aeronautical land use classification includes Aeronautical activities, other than International Cargo and Domestic Cargo, which require direct aircraft access to the airfield. This land use classification includes Airport lands related to the accommodation of facilities for maintenance and storage of aircraft, aircraft parking, and flight operations.

Example facilities and activities include, but are not limited to, full service FBOs, aircraft fuel services, condo-style aircraft hangars, air ambulance operations, and small commercial or private aircraft operations.

Uses in this classification are deemed compliant with the FAA's definition of Aeronautical use.

- **Other Aeronautical** – The Other Aeronautical land use classification includes Airport lands related to the accommodation of facilities that do not require direct aircraft access to the airfield and are in support of the maintenance and operations of aircraft and the Airport.

Example facilities and activities include, but are not limited to, ground handling services, airfreight forwarding which receives and sends 100% of its freight to and from the Airport via aircraft, aircraft parts sales, bulk fuel storage serving the hydrant fueling system and mobile fueling services fueling operations. Also included in this classification are facilities required to operate the

Airport such as Aircraft Rescue and Fire Fighting, air traffic control tower, airfield maintenance, airport facility maintenance, airport maintenance equipment yards, airport material storage, and airport snow storage.

Uses in this classification are deemed compliant with the FAA's definition of Aeronautical use.

- **Domestic Cargo / Aircraft Aeronautical** – This classification allows Domestic Cargo and Aircraft Aeronautical development as previously defined.
- **International Cargo / Domestic Cargo** – This classification allows International Cargo and Domestic Cargo development as previously defined.
- **International Cargo / Domestic Cargo /Other Aeronautical** – This classification allows International Cargo, Domestic Cargo, and Other Aeronautical development as previously defined.
- **Airfield** – The Airfield land use classification includes the area used for the runway and taxiway system and other pavement areas within the area where aircraft may taxi, takeoff, or land as well as apron areas where aircraft may park. It also includes land areas where airfield lighting and navigational aids (NAVAIDs) may be located.
- **Nonaeronautical** – The Nonaeronautical land use classification includes all uses of the Airport that are not used for Aeronautical purposes as previously defined. The land uses in this classification are nonaeronautical commercial uses that are not required to be located at an airport for the business to operate. The maximum lease term for Nonaeronautical development is 35 years.

Areas designated as Nonaeronautical do not exclude Aeronautical use activities; Aeronautical users may lease within any area designated as Nonaeronautical. An Aeronautical user takes priority over a Nonaeronautical user in consideration of a lease.

Example facilities and activities include but are not limited to; freight forwarding (any forwarder that does not receive or send 100% of its freight via aircraft); car rental facilities, rental of vehicles that will not fit in the rental car facility; in-flight catering kitchens, restaurants; retail establishments; vehicle storage; manufacturing / testing / assembly; warehousing; U.S. Post Office; and administrative and corporate offices. Utility facilities are also Nonaeronautical.

Other Aeronautical / Nonaeronautical – This classification allows Other Aeronautical and Nonaeronautical development as previously defined. Applications for Aeronautical Support developments are prioritized over Nonaeronautical.

- **Passenger Terminal and Landside** – The Passenger Terminal and Landside land use classification includes the area that is necessary for the main passenger terminal and related activities that is

located within the passenger terminal envelope generally comprising the passenger terminal building and the airport loop road. It also includes associated passenger terminal landside facilities including public and employee parking, access and circulation roadways, passenger terminal curbside, ground transportation and commercial vehicle, rental car, and other transit / rail facilities. Portions of the passenger terminal and landside area may be considered Aeronautical or Nonaeronautical based on tenant use.

Passenger carriers include air carriers that transport passengers on a commercial basis. These passenger carriers 1) hold an Air Carrier Certificate or Operating Certificate issued by the FAA, or 2) hold the appropriate permits for foreign air carrier operation issued by the U.S. Department of Transportation. These passenger air carriers also may operate on a scheduled, chartered, or on-demand basis. See Part 121, Part 129, and Part 135 of Chapter 14 of the Code of Federal Regulations for more information.

- **Future Airport Development** – The Future Airport Development land use classification includes Airport land areas that are vacant or have not yet been categorized as another land use but are reserved for potential airport development.
- **Land Acquisition** – The Land Acquisition land use includes areas not currently owned by the Airport which may need to be acquired to support the safe and efficient operation of the Airport. Land acquired by the Airport would be classified as a specific use at the time of acquisition.
- **Department of Military and Veterans Affairs Land Management Agreement** – Areas operated by the State of Alaska, Department of Military and Veterans Affairs under an Interagency Land Management Agreement.

2.4.3 On-Airport Geographic Land Use Categories

In addition to the functional land use categories, the Airport property area can be divided into several land use categories based on geographic areas. The Airport is made up of several geographic areas that are commonly known to Airport staff and tenants. These geographic areas, depicted in **Figure 2-19**, are as follows:

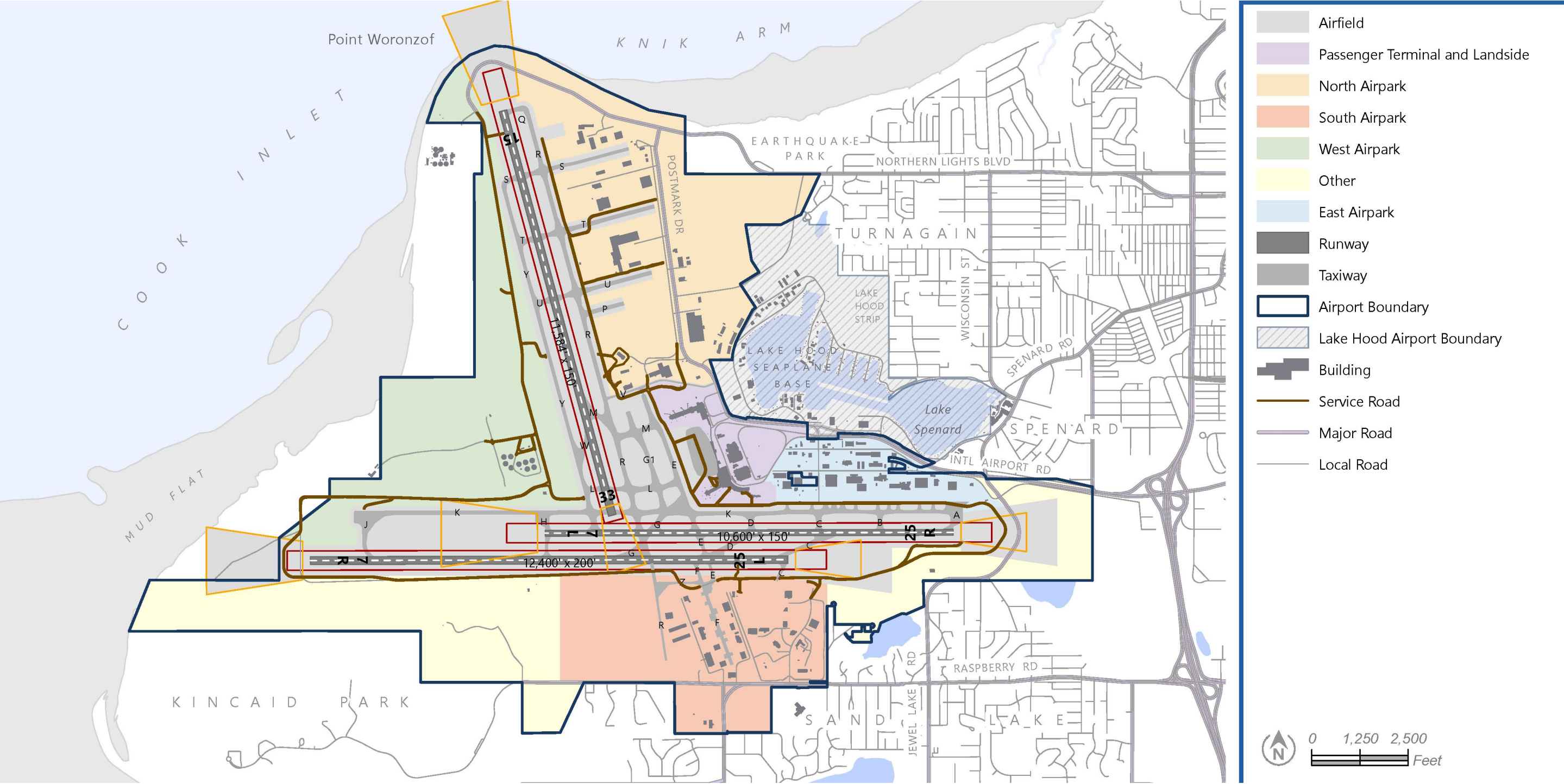
- North Airpark
- East Airpark
- South Airpark
- West Airpark
- Airfield Area
- Passenger Terminal and Landside Area
- Other Areas

The “Passenger Terminal and Landside Area” is the area typically bounded by the Airport loop road pertaining to the passenger terminal building and landside facilities. It does not include other passenger and landside facilities that are situated in the airparks. Examples include the airline administrative offices and the rental car maintenance and storage lots located in the East Airpark

“Other Areas” pertain primarily to areas currently undeveloped for Airport use. They also include temporary recreational areas located within the Airport property boundary.

For the purposes of this Master Plan Update, the geographic land use categories are referenced through the planning process but will not be shown on the Airport Land Use Map in the Airport Layout Plan.

Figure 2-19
On-Airport Geographic Land Uses



2.4.4 On-Airport Leasing Land Use Categories

A third land use category is used for the purposes of leasing Airport property out to the Airport's various tenants and specifically the lease rates. This land use category is not necessarily directly correlated to the functional land use categories previously presented. However, in general, the majority of the functional land use categories, with the exception of facilities in the "Other" and "Undeveloped Airport Land" categories, are used for aeronautical purposes.

Land use categories based on leasing rates are based on defined land use classifications in Title 17, Chapter 45, Rural Airports of the Alaska Administrative Code (July 2017), which are based on FAA classifications on what airport property may be considered aeronautical (aviation-use) or non-aeronautical (non-aviation use). The Airport has identified three land use categories based on leasing rates: Aviation Use, Auxiliary Use, and Non-Aviation Use, listed in increasing order of their lease rates. Each of these land use categories based on leasing are defined below as included in the *Alaska Administrative Code*.

2.4.4.1 Aviation Use

(A) Means a business, service, or other function that directly involves, or is necessary for, the normal operation of aircraft that use an airport.

(B) Includes the following:

- (i) Aircraft loading, unloading, tie-down, parking, storage sales, service, rental, maintenance, or repair
- (ii) Sale or storage of aviation fuel and aviation petroleum products
- (iii) Pilot flight training
- (iv) Air charter or air taxi service
- (v) Airport terminal building
- (vi) Air carrier operations
- (vii) Aircraft ground handling
- (viii) Aircraft parts sales
- (ix) Air traffic control tower, air navigation aid, and aviation weather instrumentation

2.4.4.2 Auxiliary Use

(A) Means a business, service, or other function that is neither an aviation use nor a non-aviation use and is located and carried out on an airport for the convenience of the air traveling public, aviation businesses on the airport, or the employees necessary to the maintenance and operation of an airport.

(B) Includes the following:

- (i) Air freight forwarding
- (ii) Ground transportation services not operated by the department, such as a taxicab service, an airport limousine or shuttle service, a rental car agency, or a vehicle parking business
- (iii) In-flight catering
- (iv) Hotel accommodation
- (v) In-terminal food service
- (vi) In-terminal concessions

2.4.4.3 Non-Aviation Use

(A) Means any business, service, or function that:

- (i) Is not an aviation or auxiliary use
- (ii) Is not directly or indirectly related to aviation or to the air traveling public
- (iii) Does not offer a product or service that is specifically related to aircraft operations or to air transportation
- (iv) Is located or operated to derive revenue primarily from members of the public not using air transportation services

(B) Includes a grocery store, a restaurant, cafe, food wagon, or other eating establishment not within a department-owned terminal, a liquor store, lumber yard, agricultural activity, golf course, automobile service station, shopping center, and bowling alley.

This document does not go into further detail regarding the land uses based on lease rates. However, the information is considered as part of the alternatives development process and particularly used to help develop a strategic approach in achieving future land use and development objectives.

2.4.4.4 Next Steps

Particularly with regard to land use, as aeronautical demand increases it is important to determine how best to develop and expand the Airport while addressing community concerns regarding the preservation of recreational areas. Many areas of Airport property that are used for recreational purposes today are granted on a temporary basis by the State of Alaska to the MOA. However, the agreements state these land areas can be used for aviation purposes should the need arise. The rights and conditions of the temporary land agreements could better serve the Airport and community with ongoing review and clarification to avoid future conflict between the Airport and community. Such determinations will require input from multiple groups to assure there is a clear understanding regarding who has authority governing property development given the need to balance Airport and community interests.

2.5 Existing Airport Facilities

The existing ANC Airport facilities and operations are described in this section. The discussion is organized by geographic (Section 2.6) and functional (Section 2.7) land use area. The approximately 4,210-acre Airport property (excludes the Lake Hood Airport) can be divided into the following geographic and functional land use areas.

- » Geographic Land Use Areas (acres)
 - North Airpark = 645
 - East Airpark = 150
 - South Airpark = 660
 - West Airpark = 570
 - Airfield = 1,475
 - Passenger Terminal and Landside = 155
 - Other = 555
- » Functional Land Use Areas (acres)
 - Airfield = 1,475
 - Passenger Terminal and Landside = 220
 - Cargo = 265
 - General Aviation = 70
 - Airport / Airline Support = 195
 - FAA = 10
 - Other = 215
 - Undeveloped = 1,760

2.5.1 Buildings/Facilities Index

For inventory efforts, a description of each airpark is presented. The facilities or buildings in the North, East, South, and West airparks are depicted in **Figure 2-20**, **Figure 2-21**, **Figure 2-22**, and **Figure 2-23**, respectively. The building numbers depicted in the above-referenced figures, along with the leaseholder and subtenant information, including lease expiration dates, are summarized in **Table 2-1**. The existing conditions data for cargo and general aviation tenants were summarized in the sections that follow.

Figure 2-20
North Airpark Building Index

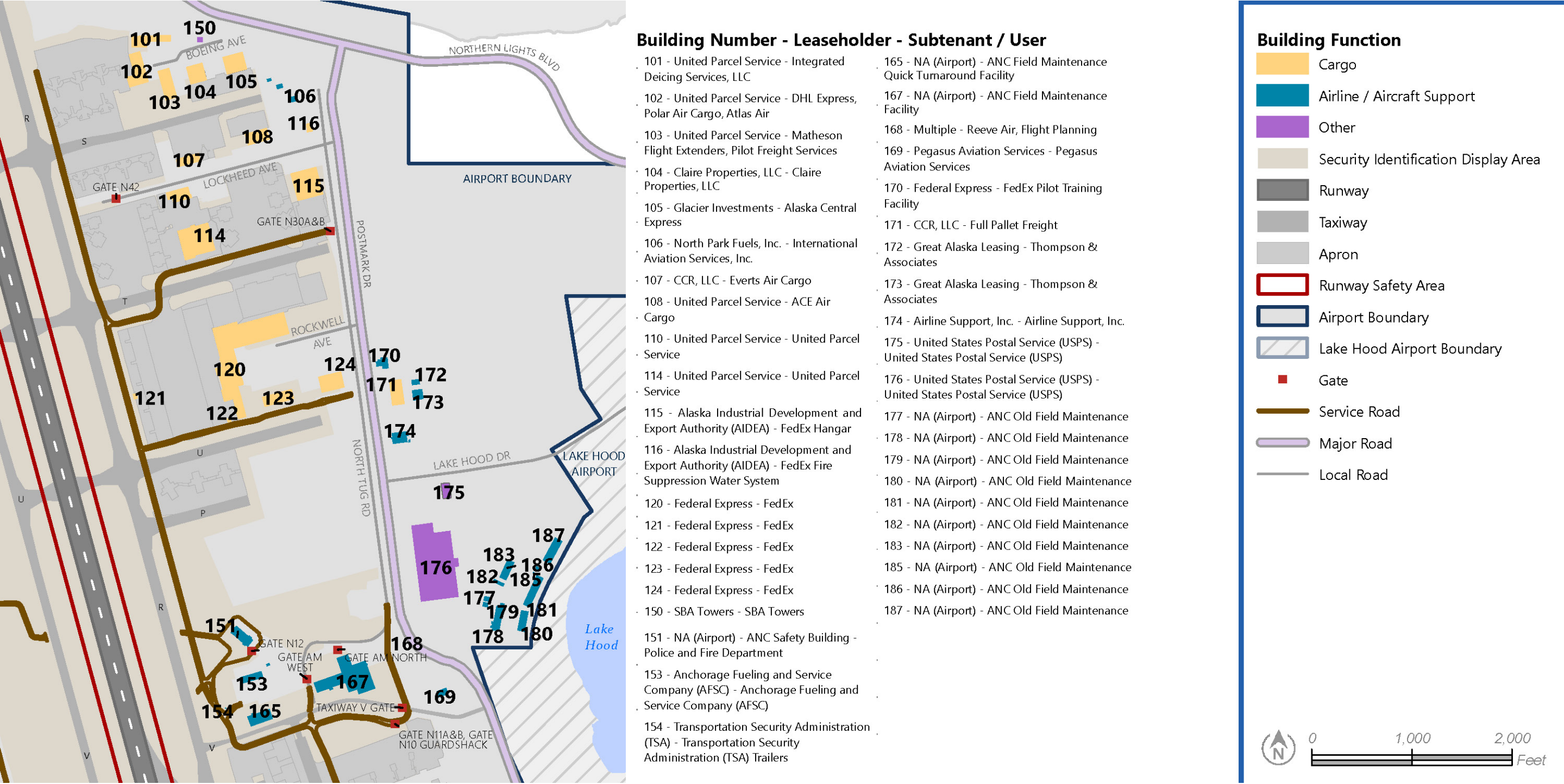


Figure 2-21
East Airpark Building Index

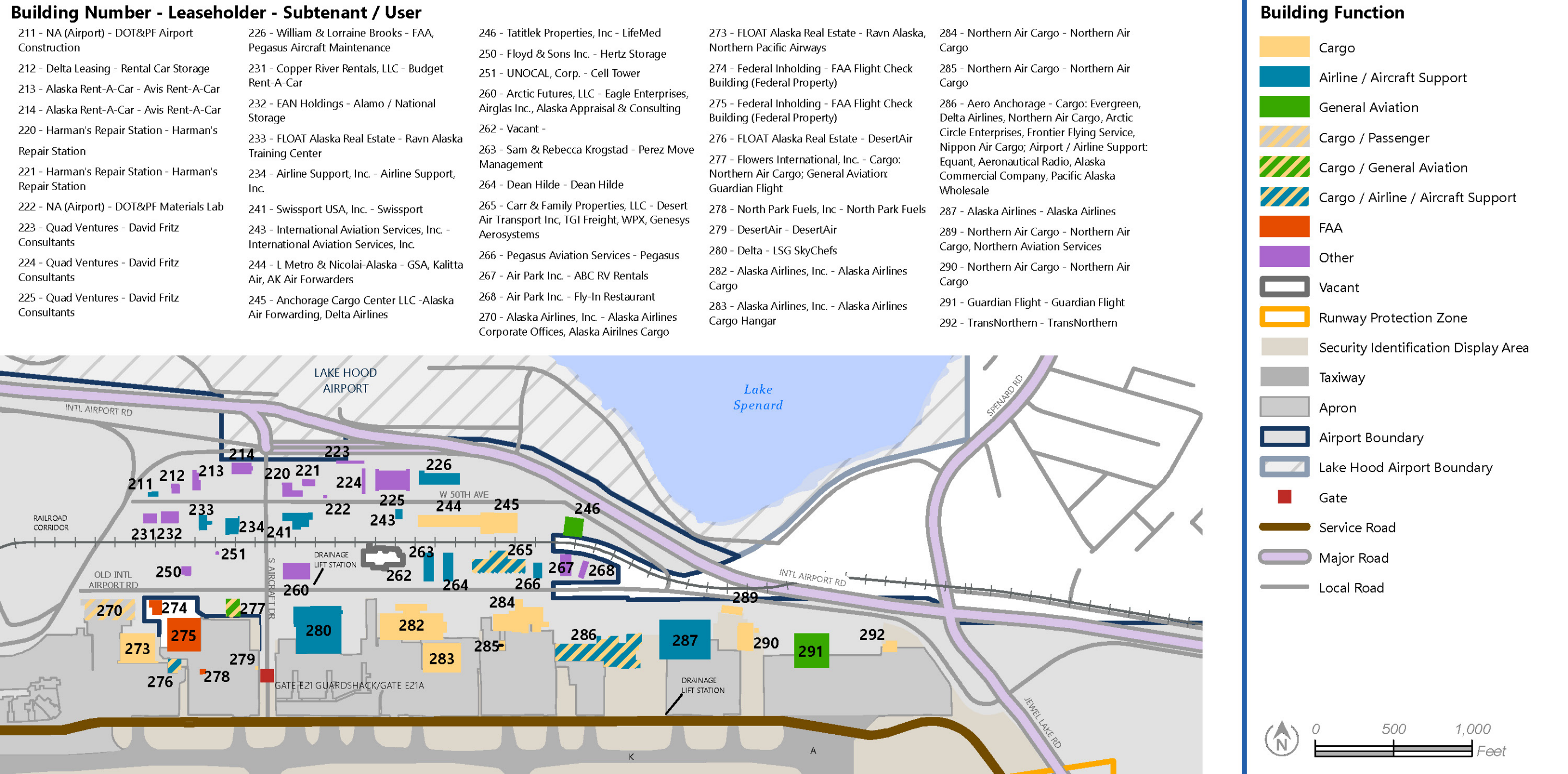


Figure 2-22
South Airpark Building Index

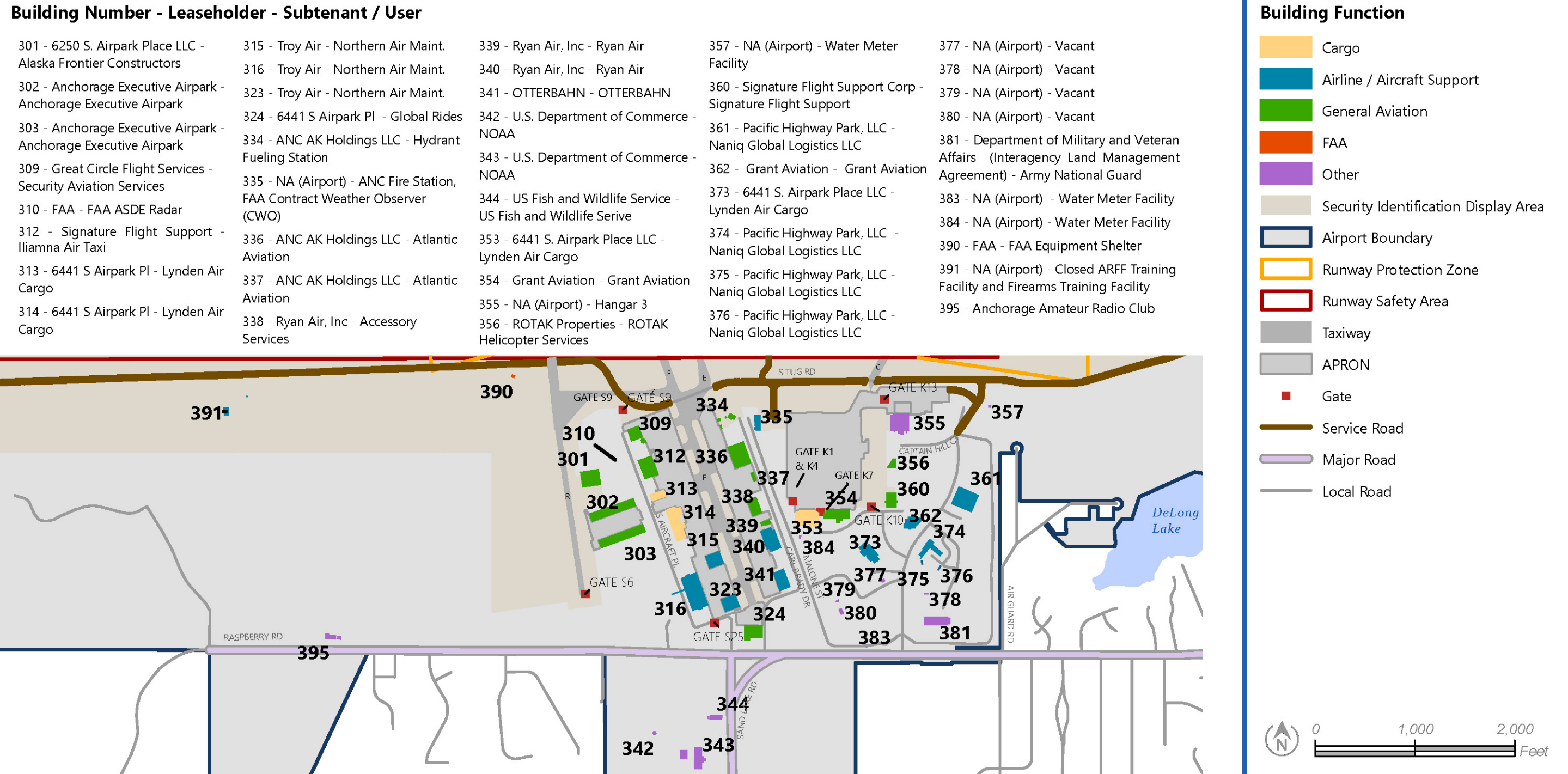
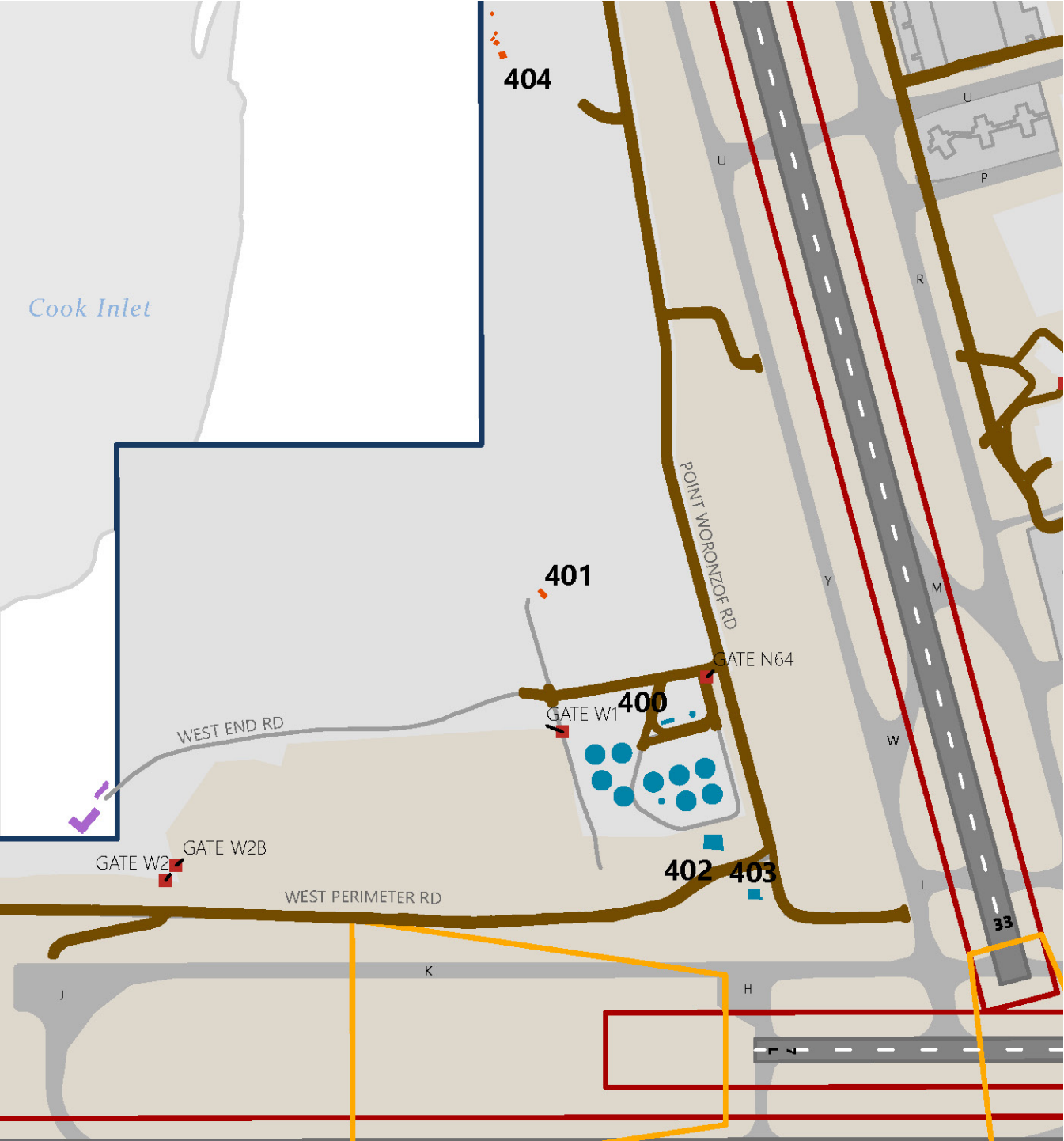


Figure 2-23
West Airpark Building Index



Building Number - Leaseholder - Subtenant / User

- 400 - Anchorage Fuel and Service Corporation (AFSC) - AFSC Fuel Storage Facility
- 401 - FAA - FAA Airport Surveillance Radar
- 402 - NA (Airport) - ANC Electrical Vault
- 403 - NA (Airport) - ANC Equipment Storage
- 404 - FAA - RTR Tower Site

Building Function

- Airline / Aircraft Support
- FAA
- Other
- Fuel Farm Tank
- Security Identification Display Area
- Runway
- Taxiway
- Apron
- Runway Protection Zone
- Runway Safety Area
- Airport Boundary
- Gate
- Service Road
- Local Road



Table 2-1
Airport Building Index

Building Index No.	Airpark	Leaseholder	Subtenant / Facility User	Number of Buildings	Number of Tanks	Building / Tank Footprint (Square Feet)
101	North	United Parcel Service	Integrated Deicing Services, LLC	1	0	31,600
102	North	United Parcel Service	DHL Express, Polar Air Cargo, Atlas Air	1	0	44,400
103	North	United Parcel Service	Matheson Flight Extenders, Pilot Freight Services	1	0	34,600
104	North	Claire Properties, LLC	Claire Properties, LLC	1	0	24,000
105	North	Glacier Investments	Alaska Central Express	1	0	33,400
106	North	North Park Fuels, Inc.	International Aviation Services, Inc.	3	0	6,500
107	North	CCR, LLC	Everts Air Cargo	1	0	18,400
108	North	United Parcel Service	ACE Air Cargo	1	0	24,300
110	North	United Parcel Service	United Parcel Service	1	0	24,700
114	North	United Parcel Service	United Parcel Service	2	0	90,800
115	North	Alaska Industrial Development and Export Authority (AIDEA)	FedEx Hangar	1	0	73,600
116	North	Alaska Industrial Development and Export Authority (AIDEA)	FedEx Fire Suppression Water System	1	1	8,200
120	North	Federal Express	FedEx	1	0	276,100
121	North	Federal Express	FedEx	1	0	1,200
122	North	Federal Express	FedEx	1	0	1,900
123	North	Federal Express	FedEx	1	0	30,000
124	North	Federal Express	FedEx	1	0	60,000
150	North	SBA Towers	SBA Towers	0	0	0
151	North	NA (Airport)	ANC Safety Building (Police and Fire Department)	1	0	19,300
153	North	Anchorage Fueling and Service Company (AFSC)	Anchorage Fueling and Service Company (AFSC)	2	0	15,800
154	North	Transportation Security Administration (TSA)	Transportation Security Administration (TSA) Trailers	~10 trailers	0	300
165	North	NA (Airport)	ANC Field Maintenance Quick Turnaround Facility	1	3	25,900
167	North	NA (Airport)	ANC Field Maintenance Facility	1	0	115,600
168	North	Multiple	Reeve Air, Flight Planning	1	0	300
169	North	Pegasus Aviation Services	Pegasus Aviation Services	1	0	6,000
170	North	Federal Express	FedEx Pilot Training Facility	1	0	9,400
171	North	CCR, LLC	Full Pallet Freight	1	0	29,800
172	North	Great Alaska Leasing	Thompson & Associates	1	0	3,900
173	North	Great Alaska Leasing	Thompson & Associates	1	0	9,700
174	North	Airline Support, Inc.	Airline Support, Inc.	1	0	15,600
175	North	United States Postal Service (USPS)	United States Postal Service (USPS)	1	0	9,200
176	North	United States Postal Service (USPS)	United States Postal Service (USPS)	1	0	273,000

Building Index No.	Airpark	Leaseholder	Subtenant / Facility User	Number of Buildings	Number of Tanks	Building / Tank Footprint (Square Feet)
177	North	NA (Airport)	ANC Old Field Maintenance	1	0	2,000
178	North	NA (Airport)	ANC Old Field Maintenance	1	0	18,700
179	North	NA (Airport)	ANC Old Field Maintenance	1	0	1,000
180	North	NA (Airport)	ANC Old Field Maintenance	1	0	14,500
181	North	NA (Airport)	ANC Old Field Maintenance	1	0	23,000
182	North	NA (Airport)	ANC Old Field Maintenance	1	0	2,800
183	North	NA (Airport)	ANC Old Field Maintenance	2	0	15,300
185	North	NA (Airport)	ANC Old Field Maintenance	1	0	200
186	North	NA (Airport)	ANC Old Field Maintenance	3	0	500
187	North	NA (Airport)	ANC Old Field Maintenance	1	0	20,300
211	East	NA (Airport)	DOT&PF Airport Construction	1	0	2,000
212	East	Delta Leasing	Rental Car Storage	1	0	3,100
213	East	Alaska Rent A Car	Avis Rent A Car	1	0	5,400
214	East	Alaska Rent A Car	Avis Rent A Car	1	0	8,800
220	East	Harman's Repair Station	Harman's Repair Station	1	0	8,200
221	East	Harman's Repair Station	Harman's Repair Station	1	0	3,500
222	East	NA (Airport)	DOT&PF Materials Lab	1	0	500
223	East	Quad Ventures	David Fritz Consultants	1	0	3,500
224	East	Quad Ventures	David Fritz Consultants	1	0	3,000
225	East	Quad Ventures	David Fritz Consultants	1	0	26,500
226	East	William & Lorraine Brooks	FAA, Pegasus Aircraft Maintenance	1	0	17,500
231	East	Copper River Rentals, LLC	Budget Rent A Car	1	0	5,000
232	East	EAN Holdings	Alamo / National Storage	1	0	7,800
233	East	FLOAT Alaska Real Estate	Ravn Alaska Training Center	1	0	5,400
234	East	Airline Support, Inc.	Airline Support, Inc.	1	0	8,500
241	East	Swissport USA, Inc.	Swissport	1	0	13,700
243	East	International Aviation Services, Inc.	International Aviation Services, Inc.	1	0	2,400
244	East	L Metro & Nicolai Alaska	GSA, Kalitta Air, AK Air Forwarders	1	0	30,000
245	East	Anchorage Cargo Center LLC	Alaska Air Forwarding, Delta Airlines	1	0	30,300
246	East	Tatitlek Properties, Inc	LifeMed	1	0	13,900
250	East	Floyd & Sons Inc.	Hertz Storage	1	0	3,300
251	East	UNOCAL, Corp.	Cell Tower			
260	East	Arctic Futures, LLC	Eagle Enterprises, Airglas Inc., Alaska Appraisal & Consulting	2	0	17,800

Building Index No.	Airpark	Leaseholder	Subtenant / Facility User	Number of Buildings	Number of Tanks	Building / Tank Footprint (Square Feet)
262	East	Vacant		1	0	25,400
263	East	Sam & Rebecca Krogstad	Perez Move Management	1	0	11,500
264	East	Dean Hilde	Dean Hilde	1	0	11,500
265	East	Carr & Family Properties, LLC	Desert Air Transport Inc, TGI Freight, WPX, Genesys Aerosystems	1	0	34,700
266	East	Pegasus Aviation Services	Pegasus	1	0	5,000
267	East	Air / Park Inc.	ABC RV Rentals	1	0	9,400
268	East	Air / Park Inc.	Fly In Restaurant	1	0	3,800
270	East	Alaska Airlines, Inc.	Alaska Airlines Corporate Offices, Alaska Airlines Cargo	2	0	39,600
273	East	FLOAT Alaska Real Estate	Ravn Alaska, Northern Pacific Airways	1	0	41,800
274	East	Federal Inholding	FAA Flight Check Building (Federal Property)	1	0	9,100
275	East	Federal Inholding	FAA Flight Check Building (Federal Property)	1	0	43,300
276	East	FLOAT Alaska Real Estate	DesertAir	4	0	7,800
277	East	Flowers International, Inc.	Cargo: Northern Air Cargo; General Aviation: Guardian Flight	1	0	9,700
278	East	North Park Fuels, Inc.	North Park Fuels, Inc.	1	0	1,100
279	East	DesertAir	DesertAir	1	0	500
280	East	Delta	LSG SkyChefs	1	0	87,700
282	East	Alaska Airlines, Inc.	Alaska Airlines Cargo	1	0	78,300
283	East	Alaska Airlines, Inc.	Alaska Airlines Cargo Hangar	1	0	44,900
284	East	Northern Air Cargo	Northern Air Cargo	1	0	44,600
285	East	Northern Air Cargo	Northern Air Cargo	1	0	2,000
286	East	Aero Anchorage	Cargo: Delta Airlines, Northern Air Cargo, Arctic Circle Enterprises, Frontier Flying Service, Nippon Air Cargo; Airport / Airline Support: Equant, Aeronautical Radio, Alaska Commercial Company, Pacific Alaska Wholesale	1	0	73,600
287	East	Alaska Airlines	Alaska Airlines	1	0	2,000
289	East	Northern Air Cargo	Northern Air Cargo, Northern Aviation Services	1	0	6,000
290	East	Northern Air Cargo	Northern Air Cargo	2	0	18,200
291	East	Guardian Flight	Guardian Flight	1	0	46,700
292	East	TransNorthern	TransNorthern	1	0	5,800
301	South	6250 S. Airpark Place LLC	Alaska Frontier Constructors	1	0	29,100
302	South	Anchorage Executive Airpark	Anchorage Executive Airpark	1	0	39,400
303	South	Anchorage Executive Airpark	Anchorage Executive Airpark	1	0	38,900
309	South	Great Circle Flight Services	Security Aviation Services	1	0	16,000
310	South	FAA	FAA Airport Surface Detection Equipment Radar	2	0	1,100
312	South	Signature Flight Support	Iliamna Air Taxi	1	0	28,000
313	South	6441 S Airpark Pl	Lynden Air Cargo	1	0	10,600

Building Index No.	Airpark	Leaseholder	Subtenant / Facility User	Number of Buildings	Number of Tanks	Building / Tank Footprint (Square Feet)
314	South	6441 S Airpark Pl	Lynden Air Cargo	1	0	37,700
315	South	Troy Air	Northern Air Maintenance	1	0	14,900
316	South	Troy Air	Northern Air Maintenance	1	0	60,400
323	South	Troy Air	Northern Air Maintenance	1	0	14,900
324	South	6441 S Airpark Pl	Global Rides	1	0	24,000
334	South	ANC AK Holdings LLC	Hydrant Fueling Station	1	~4	1,200
335	South	NA (Airport)	ANC Fire Station, FAA Contract Weather Observer (CWO)	1	0	8,500
336	South	ANC AK Holdings LLC	Atlantic Aviation	1	0	38,000
337	South	ANC AK Holdings LLC	Atlantic Aviation	1	0	1,400
338	South	Ryan Air, Inc	Accessory Services	1	0	16,900
339	South	Ryan Air, Inc	Ryan Air	2	0	3,500
340	South	Ryan Air, Inc	Ryan Air	1	0	21,800
341	South	OTTERBAHN	OTTERBAHN	1	0	21,100
342	South	U.S. Department of Commerce	NOAA	1	0	800
343	South	U.S. Department of Commerce	NOAA	2	0	23,900
344	South	US Fish and Wildlife Service	US Fish and Wildlife Service	1	0	3,300
353	South	6441 S. Airpark Place LLC	Lynden Air Cargo	1	0	36,500
354	South	Grant Aviation	Grant Aviation	1	0	25,800
355	South	NA (Airport)	Hangar 3	1	0	33,900
356	South	ROTAK Properties	ROTAK Helicopter Services			8,600
357	South	NA (Airport)	Water Meter Facility	1	0	500
360	South	Signature Flight Support Corp	Signature Flight Support	1	0	15,900
361	South	Pacific Highway Park, LLC	Naniq Global Logistics LLC	1	0	40,500
362	South	Grant Aviation	Grant Aviation	1	0	15,700
373	South	6441 S. Airpark Place LLC	Lynden Air Cargo	1	0	21,200
374	South	Pacific Highway Park, LLC	Naniq Global Logistics LLC	1	0	18,400
375	South	Pacific Highway Park, LLC	Naniq Global Logistics LLC	1	0	800
376	South	Pacific Highway Park, LLC	Naniq Global Logistics LLC	1	0	1,600
377	South	NA (Airport)	Vacant	1	0	900
378	South	NA (Airport)	Vacant	1	0	600
379	South	NA (Airport)	Vacant	1	0	400
380	South	NA (Airport)	Vacant	1	0	1,800
381	South	Department of Military and Veteran Affairs (Interagency Land Management Agreement)	Army National Guard	2	0	23,600

Building Index No.	Airpark	Leaseholder	Subtenant / Facility User	Number of Buildings	Number of Tanks	Building / Tank Footprint (Square Feet)
383	South	NA (Airport)	Water Meter Facility	1	0	600
384	South	NA (Airport)	Water Meter Facility	1	0	300
390	South	FAA	FAA Equipment Shelter	1	0	100
391	South	NA (Airport)	ARFF Training Facility, Fire Pit, and Firearms Training Facility	1	0	4,100
395	South	Anchorage Amateur Radio Club	Anchorage Amateur Radio Club	1	0	4,300
400	West	Anchorage Fuel and Service Corporation (AFSC)	AFSC Fuel Storage Facility	4	11	149,400
401	West	FAA	FAA Airport Surveillance Radar	1	0	1,800
402	West	NA (Airport)	ANC Electrical Vault	1	0	6,900
403	West	NA (Airport)	ANC Equipment Storage	1	0	5,200
404	West	FAA	RTR Tower Site	5	0	1,500

2.6 Existing Airport Facilities by Geographical Area

The Airport facilities are described in this section by geographic area or airpark.

2.6.1 North Airpark

The North Airpark is a 645-acre geographic area located north of the passenger terminal complex and east of Taxiway R. The facilities in the North Airpark are depicted in **Figure 2-20**.

2.6.1.1 Facilities

The majority of the buildings in the North Airpark are used for air cargo. The North Airpark is developed with approximately 134 acres of aircraft parking apron area; approximately 240 acres of developed buildings, leased space, and roads; and the remaining 272 acres currently undeveloped for aviation use as of June 2024. The largest facilities include the FedEx, and United Parcel Service (UPS) cargo handling facilities. All buildings within the North Airpark are listed in **Table 2-1**. Also included are the building numbers identified in **Figure 2-20**. Apron areas or lease lots without buildings are excluded. Each tenant is individually described in later sections.

2.6.1.2 Ground Access and Parking

The key roads in and around the North Airpark are Postmark Drive and Northern Lights Boulevard. Most of the North Airpark facilities can be accessed via Postmark Drive. Rockwell Avenue is a public use road that provides access to the FedEx facility from Postmark Drive. Lockheed Avenue is a public use road that provides access to the UPS, Everts Air Cargo, and ACE Air Cargo facilities from Postmark Drive. The UPS north complex is publicly accessible from Northern Lights Boulevard via Boeing Lane and Boeing Avenue. The Field Maintenance Facility, Anchorage Fueling and Services Company (AFSC) offices, and the Police and Fire Station are accessible from Postmark Drive via De Havilland Avenue. On both the secure and nonsecure side of the airfield, North Tug Road provides access between the North Airpark facilities and the passenger terminal area. This service road allows non-licensed airfield vehicles to bypass the secure service road along Taxiway R and also provides access to the U.S. Post Office. Several North Airpark tenants have raised concerns regarding the ease of crossing Postmark Drive and accessing the U.S. Post Office.

Each tenant typically provides space on its own leasehold to accommodate employee vehicle parking requirements. The only case of common-use or shared parking is the UPS north complex where the subtenants share a parking lot.

2.6.1.3 Airfield Access

Airfield access to the Security Identification Display Area (SIDA) and the Air Operations Area (AOA) where aircraft land, take off, or maneuver is provided by various tenant leaseholds and at several gates along the Airport security fence. In the North Airpark, airfield access is provided at

all facilities with the exception of the Fire Suppression Water System (Building 116). Airfield access to the SIDA is also provided via Gate N42 at the end of Lockheed Avenue as well as via Gate N30 A & B on the north side of Taxiway T where the service road meets North Tug Road alongside Postmark Drive. Finally, airfield access is provided via Gate N12 located near the Field Maintenance Facility located along De Havilland Avenue and North Tug Road.

2.6.2 East Airpark

The East Airpark is a 150-acre geographic area located north of Taxiway K, east of the passenger terminal complex, south of International Airport Road, and west of Jewel Lake Road. The facilities in the East Airpark are depicted in **Figure 2-21**.

2.6.2.1 Facilities

The East Airpark was the first area of the Airport to be developed for airline / air cargo support. By 1955, the East Airpark was the site of three large hangars and about 50,000 square yards of aircraft parking apron.

Today, the East Airpark is fully developed with approximately 248,000 square yards of aircraft parking apron and a total of 600,000 square yards of leasable space. Approximately 417,000 square yards of this leasable space along the AOA. The remaining 183,000 square yards is only accessible to / from the AOA via the Airpark's internal road system and airfield security gates.

Some of buildings fronting the AOA and elsewhere in the Airpark are 40 to 50 years old and have been repurposed—some, multiple times—in response to changes in the market and the aircraft fleet. Some East Airpark occupants indicate that conducting business in the Airpark can be challenging due to limited apron space and the expense of upgrading older buildings to meet current building codes. Several businesses conduct operations from multiple locations in the Airpark or from multiple airparks, in spite of the inefficiencies this creates, because no single location is available that meets all of their needs.

The East Airpark serves a large and diverse mix of aviation businesses including major and regional passenger airlines (Alaska Airlines and Ravn Airlines, respectively); regional all-cargo carrier (Northern Air Cargo); commuter and charter air carriers; air ambulance operators; an airline caterer; aircraft maintenance companies; and providers of passenger, apron, and cargo services. Airpark occupants also include a restaurant, vehicle rentals, law enforcement, and technical support for state and federal transportation programs. The buildings within the East Airpark are listed in **Table 2-1**. Apron areas or lease lots without buildings are excluded. Each tenant is individually described in later sections.

2.6.2.2 Ground Access and Parking

Between 1940 and 1980, what was then known as International Airport Road served as the main access to the Airport. In 1980, International Airport Road was realigned about 900 feet to the north and redesigned as a controlled access arterial providing primary access to the passenger terminal area west of the airpark. The original road alignment, now known as Old International Airport Road, continues to provide internal access to the airpark from Jewel Lake Road and South Aircraft Drive. A spur line connecting the East Airpark with the Alaska Railroad Corporation's mainline east of the Airport was constructed in the early 1950s to bring petroleum products to the Airport's bulk fuel storage facility, which was located at the west end of Old International Airport Road. The bulk fuel storage facility was removed in about 1995. In 2003, the rail spur was elevated and connected to the passenger terminal complex. Although the spur line remains at-grade for approximately 1,200 feet at the eastern end of the East Airpark, there is currently no developed rail connection to / from any leased lot. During the summer, the east end of West 50th Avenue was blocked off to allow the unimpeded flow of passenger rail cars to and from the Airport passenger terminal. In 2012, the Alaska Railroad Corporation reported carrying nearly 45,000 passengers to / from the Airport terminal.

Although the rail line provides improved passenger access to the main terminal, it no longer serves a useful function for the East Airpark. In fact, its presence somewhat reduces the utility of the East Airpark to the Airport because it impedes the ability to redesign the East Airpark to address evolving market conditions, such as realigning the internal road network and expanding lease lots. For example, a few tenants on parcels north of the rail corridor require the use of apron vehicles (e.g., tugs, deicing equipment, and cargo dollies) on the AOA. As traffic on the road network internal to the airpark grows, occupants of these lots will encounter increasing difficulty transiting the pinch point on South Aircraft Drive at the railroad overpass.

2.6.2.3 Airfield Access

Airfield access to the SIDA and AOA where aircraft land, take off, or maneuver is provided via various tenant leaseholds and at several gates along the Airport security fence. In the East Airpark, airfield access is provided only at those facilities located alongside Taxiway K. Airfield access to the SIDA is also provided via the Gate E21 Guard shack and Gate E21A at the terminus of South Aircraft Drive.

2.6.3 South Airpark

The South Airpark is a 560-acre geographic area located north of Raspberry Road and south of Runway 7R-25L and the East / West Parallel Taxiway. The facilities in the South Airpark are depicted in **Figure 2-21**.

2.6.3.1 Facilities

The original South Airpark is the area around Taxiway R and Taxiway F. The Kulis Business Park was recently added to the South Airpark. In addition, in the future the South Airpark will likely include undeveloped areas west of Taxiway R (identified as part of the “Other” geographic land use category depicted in **Figure 2-19**). Including the undeveloped areas to the west, the South Airpark comprises approximately 748 acres. A total of approximately 151 acres are developed, with the remaining 597 acres undeveloped. Portions of the undeveloped land may not be developable due to its proximity to the runway. Part of the undeveloped land is temporarily publicly accessible and temporarily used for recreational purposes. In 2014, the Airport acquired 131 acres of additional land in the west portion of the South Airpark, formally occupied by the Federal Communications Commission through a land release by the U.S. General Services Administration.

The first structures in the South Airpark were developed within the Kulis Business Park (former Kulis Air National Guard Base, which opened in the spring of 1955). Additional buildings were constructed to the west (in the area originally known as the South Airpark) and outside of the Kulis Business Park in the early 1980s. Taxiway F, formerly part of the original Runway 13-31, was established in 1980 when the runway was decommissioned. Taxiway Z and Taxiway R⁴¹ in the South Airpark were constructed in 2006 to accommodate additional growth and provide access to newly defined lease lots, located alongside Taxiway R. In 2011, Kulis Air National Guard Base was relocated to nearby Joint Base Elmendorf-Richardson (JBER), adding 129 more acres to the South Airpark. Taxiway R was extended south of Runway 7R-25L to Taxiway Z in 2024 as part of the Taxiway Z extension project. This is the point at which the north-south segment of Taxiway Z was redesignated as Taxiway R.

The South Airpark continues to grow, with new facilities being constructed as recently as 2024. Public utilities, including water / sewer, electricity, natural gas, and fiber optic cable are available at various lease lots east of Taxiway R. The water and sewer utilities within the Kulis Business Park were previously owned by the Airport but are now under the ownership of the Anchorage Water and Wastewater Utility.

The South Airpark’s aviation uses include corporate and general aviation, cargo, fixed base operators, charter passenger service, training, aircraft maintenance, and NAVAIDs. The buildings within the South Airpark are listed in **Table 2-1**. Apron areas or lease lots without buildings are excluded. Each tenant is individually described in later sections. Not shown are buildings owned by the U.S. Fish and Wildlife Service (USFWS) and ACS of Anchorage, Inc. located south of the National Oceanic and Atmospheric Administration (NOAA) buildings (Buildings 342 and 343).

⁴¹ The portion of Taxiway R south of Taxiway Z was originally also designated as Taxiway Z. The north-south taxiway segment was redesignated as Taxiway R in 2024.

2.6.3.2 Ground Access and Parking

The South Airpark is accessible via Raspberry Road. Primary access roads within the South Airpark are South Tug Road, South Airpark Place, Carl Brady Drive, and Kulis Drive. Other roads in the South Airpark include West Perimeter Road, Test Drive, Cicardo Court, Malone Street, Fox Run Way, Captain Hill Court, Freyholtz Lane, and Denali View Way. Maintenance of these roads, with the exception of Raspberry Road, is provided by the Airport.

Access to the AOA in the South Airpark is provided via the South Tug Road that connects to the tug road system at the East Airpark and extends around Runway 7R to connect to the West Airpark.

Parking in the South Airpark is located within each tenant's designated lease area. Tenants along the eastern side of South Airpark Place have limited parking and few options for additional parking. Most tenants, with the exception of Signature Flight Support, have adequate parking facilities for current use. There are two vacant lots along South Airpark Place. The FAA has determined that parking is incompatible on one lot because of potential conflicts with the Airport Surface Detection Equipment (ASDE). The other lot, while not adjacent to Signature, could be developed as additional parking for South Airpark tenants.

2.6.3.3 Airfield Access

Airfield access to the SIDA and AOA is provided via various tenant leaseholds, and at several doors and gates along the Airport security fence. Access to the Airport / apron through tenant lease areas is controlled by tenant lock and key or card reader programs. The doors and gates are controlled by locks and warning signs to prevent unauthorized entry to SIDA areas. In the Kulis Business Park, airfield access is provided at Gates K1, K4, K7, K10, and K13. In the original South Airpark area, airfield access is provided at Gates S6, S9, and S25.

2.6.4 West Airpark

The West Airpark is a 570-acre geographic area located north of Runway 7R-25L and west of Runway 15-33. The facilities in the West Airpark are depicted in **Figure 2-23**.

2.6.4.1 Facilities

With the exception of AFSC facilities and FAA equipment, the majority of the West Airpark is undeveloped. The buildings within the West Airpark are listed in **Table 2-1** and described in later sections.

2.6.4.2 Ground Access and Parking/Airfield Access

The West Airpark is accessible from north of the Airport via Point Woronzof Drive and West Perimeter Road. West End Road and the SIDA access gate (Gates N63 and N64) are located at the terminus of Point Woronzof Drive. The public can access West End Road. The entrance to

the AFSC fuel farm is located just past the intersection of Point Woronzof Drive and West End Road. The fuel farm is gated to prevent trespassing. West End Road runs west and terminates near the Taxiway K and Runway 7R ends, just outside the Airport property boundary. At the terminus of West End Road at the Airport property boundary, a smaller road branches off to the south to an area that is temporarily used as a construction staging area. Access to this on-Airport area is restricted via Gates W2 and W2B. West End Road continues west and just past the Airport property line. The road branches off into service roads leading to a few facilities that are used by personnel who manage the Tony Knowles Coastal Trail.

Past the terminus of Point Woronzof Drive and the SIDA access Gate N63 and B64 heading south, Point Woronzof Drive turns into the West Access Road and then into the West Perimeter Road. The West Perimeter Road, or the service road, travels around the end of Runway 7L and 7R towards the South Airpark and around to the passenger terminal area and North Airpark. Secure access to the West Airpark will need to be considered in future development plans as there is currently no secure service road connecting the North Airpark to the West Airpark from the north. To access the West Airpark from the north, service vehicles currently use the publicly accessible Point Woronzof Drive

2.7 Existing Airport Facilities by Functional Area

The ANC Airport facilities are described in this Section by functional area.

2.7.1 Airfield

This section describes the Airport airfield facilities, which include the runways, taxiways, aprons, aircraft parking areas, NAVAIDs and lighting within the airfield area as defined in Section 2.7, Existing Airport Facilities by Functional Area. The airfield area consists of approximately 1,475 acres and is depicted in **Figure 2-24**. Any deficiencies in airfield design standards per FAA AC 150 / 5300-13B, Airport Design, are also identified.

2.7.1.1 Runways

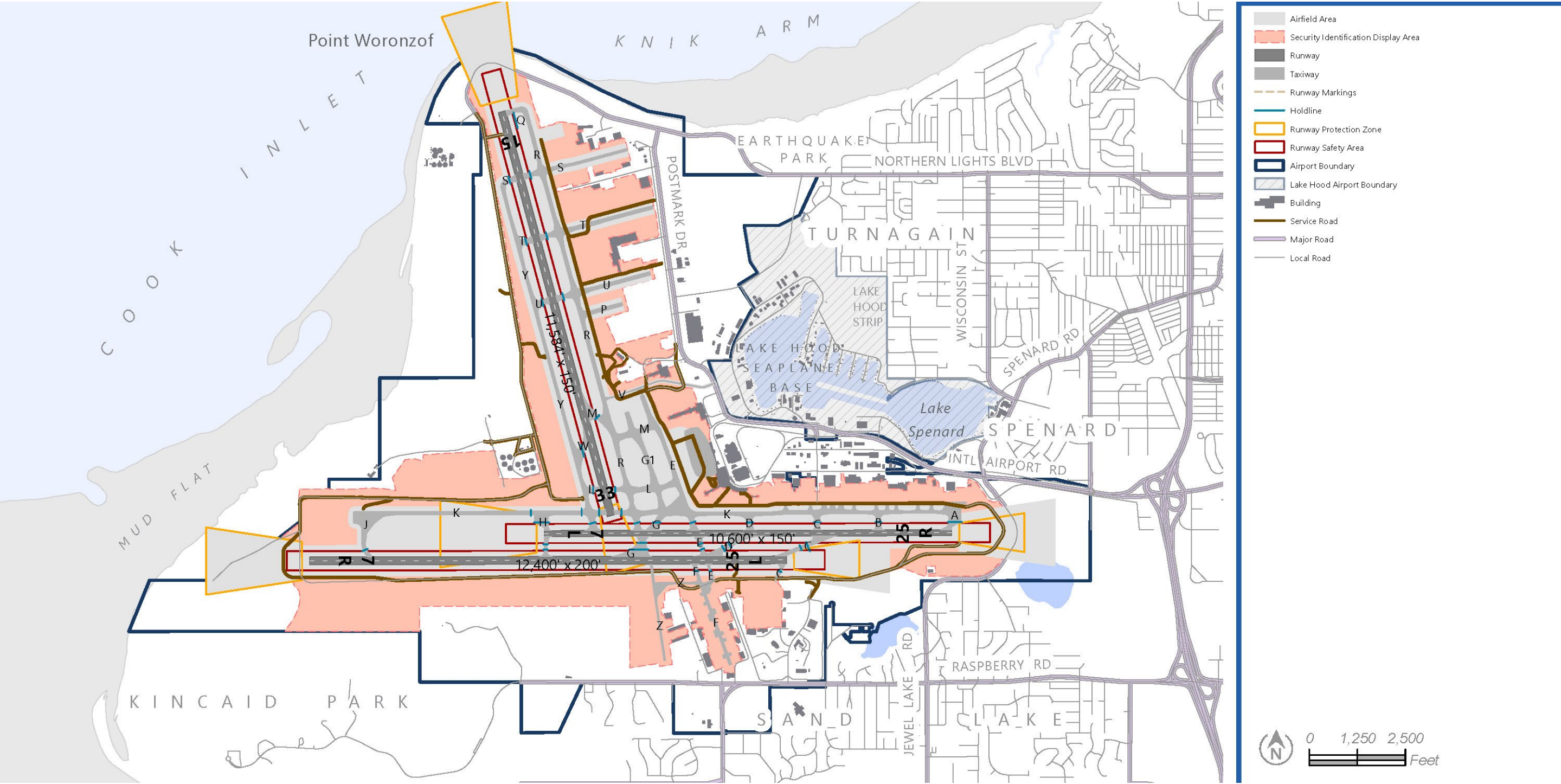
The Airport is comprised of three runways. Runway characteristics are summarized in **Table 2-2** and also described below.

Table 2-2
Existing Runway Conditions

	Runway 7L-25R	Runway 7R-25L	Runway 15-33
Length (feet)	10,600	12,400	10,865
Width (feet)	150	200	200
Threshold Displacement	None	None	33 - 465 Feet
Marking	Precision	Precision	Precision
Surface Material	Asphalt-Grooved	Asphalt-Grooved / Portland Cement Concrete	Asphalt-Grooved
Runway Design Code	D-V	D-VI	D-VI
Design Aircraft	Boeing 747-400	Boeing 747-8	Boeing 747-8
Effective Gradient	0.3%	0.3%	0.3%
Approach Visibility Minimum	7L – 1/4 mile 25R – Visual	7R – 1/4 mile 25L – Visual	15 – 3/4 mile 33 – 1 mile

Source: FAA Airport Master Record, 2024

Figure 2-24
Airfield Area



The runways consist of two parallel runways (Runway 7L-25R and Runway 7R-25L) oriented in an east-west direction and a single runway (Runway 15-33) roughly oriented in the north-south direction. Runway 7L-25R measures 10,600 feet by 150 feet. Runway 7R-25L measures 12,400 feet by 200 feet. The two east-west runways are separated, centerline to centerline, by a distance of 700 feet. This allows for simultaneous departures on both runways in Visual Meteorological Conditions.

Runway 15-33 measures 10,865 feet by 200 feet and is paved with asphalt. The Runway 33 end was decoupled from Runway 7L-25R in 2014 which resulted in a runway end located just south of Taxiway K. The Runway 33 threshold is located just south of Taxiway L, resulting in a 465-foot displaced threshold. The runway was rehabilitated and modified in 2019, which included widening to 200 feet to meet current FAA design standards.

Runway 15-33 and Runway 7L-25R are paved with asphalt. Runway 7R-25L is paved with a mix of asphalt and Portland Cement Concrete (PCC). The PCC portion of Runway 7R-25L is an 80-foot-wide section that is 5,000 feet long, as measured from the Runway 7R threshold, and is the most frequently used arrival runway at ANC.

Declared distances are established for the runways and are summarized in **Table 2-3**. The full length of the Runway 7L-25R is available for all operations in both directions.

The Takeoff Run Available (TORA), Takeoff Distance Available (TODA), and Accelerate-Stop Distance Available (ASDA) for Runway 7R is 10,900 feet to account for the departure end of runway at the intersection with Taxiway J. The Landing Distance Available (LDA) for Runway 7R is 12,400 feet.

The TORA and TODA for Runway 25L is 12,400 feet. The ASDA and LDA for Runway 25L is 12,000 feet to account for a compliant 1,000-foot Runway Safety Area (RSA) off the Runway 7R end. The current RSA only extends 600 feet beyond the Runway 7R end due to the steep elevation drop-off.

The TORA and TODA for Runway 15 represent full runway length. The ASDA and LDA for Runway 15 is 10,000 feet. The TODA for Runway 33 is 11,965 feet to account for a 1,100-foot clearway extending beyond the Runway 15 end. The TORA and ASDA for Runway 33 represent full runway length. The LDA for Runway 33 is 10,400 feet to account for the displaced threshold.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Table 2-3
Declared Distances (in feet)

Runway	Runway Length	Operational Direction	TORA	TODA	ASDA	LDA
Runway 7L-25R	10,600	Runway 7L	10,600	10,600	10,600	10,600
		Runway 25R	10,600	10,600	10,600	10,600
Runway 7R-25L	12,400	Runway 7R	10,900	10,900	10,900	12,400
		Runway 25L	12,400	12,400	12,000	12,000
Runway 15-33	10,865	Runway 15	10,865	10,865	10,000	10,000
		Runway 33	10,865	11,965	10,865	10,400

Source: FAA Airport Master Record, 2024

Notes: TORA = Takeoff Run Available - The runway length declared available and suitable for the ground run of an aircraft taking off. TODA = Takeoff Distance Available - The TORA plus the length of any remaining runway or clearway beyond the far end of the TORA; the full length of TODA may need to be reduced because of obstacles in the departure area. ASDA = Accelerate-Stop Distance Available - The runway plus stopway length declared available and suitable for the acceleration and deceleration of an aircraft aborting a takeoff. LDA = Landing Distance Available - The runway length declared available and suitable for landing an aircraft.

Runways are designed based on an Runway Design Code (RDC), which is determined using a combination of aircraft approach speed (AAC) and airplane design group (ADG) based on the wingspan or tail height of the critical aircraft using the runway. The AAC and ADG definitions are described in **Table 2-4** and **Table 2-5**. The RDC for Runway 7R-25L and Runway 15-33 is D-VI and the RDC for Runway 7L-25R and Runway 15-33 is D-V.

Table 2-4
Aircraft Approach Category (AAC)

Aircraft Approach Category	Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: Federal Aviation Administration Advisory Circular (AC) 150/5300-13B, Airport Design

Table 2-5
Airplane Design Group (ADG)

Group Number	Tail Height (feet)	Wingspan (feet)
I	<20	<49
II	20 ≤ 30	49 ≤ 79
III	30 ≤ 45	79 ≤ 118
IV	45 ≤ 60	118 ≤ 171
V	60 ≤ 66	171 ≤ 214
VI	66 ≤ 80	214 ≤ 262

Source: Federal Aviation Administration Advisory Circular (AC) 150/5300-13B, Airport Design

The RSA is a defined surface surrounding the runway specifically prepared to reduce the risk of damage to aircraft in the event of an under-shoot, overshoot, or excursion from the runway. The typical RSA extends 1,000 feet beyond the runway end (or 600 feet prior to the threshold where the runway end is equipped with vertical guidance) and is 500 feet wide centered on the runway centerline. The RSA on the Runway 7R end extends 600 feet from the runway end. Declared Distances are used to compensate for the remaining RSA distance because the sharp elevation change west of the Runway 7R end does not allow for a fully graded RSA beyond the runway end.

The Runway Object Free Area (ROFA) is an area centered on the ground on a runway centerline provided to enhance the safety of aircraft operations by remaining clear of objects, except for objects that need to be located in the object free area for air navigation or aircraft ground maneuvering purposes. The ROFA typically extends 1,000 feet beyond the runway end and is 800 feet wide centered on the runway centerline.

The Runway Protection Zones (RPZ) are areas at ground level prior to the threshold and beyond the runway end to enhance the safety and protection of people and property on the ground. The RPZ dimensions for each runway are based on the visibility minimums, AAC, and ADG. The approach RPZ dimensions for the 7L and 7R ends are 1,000 feet (inner width) by 1,750 feet (outer width) by 2,500 feet (length). The approach RPZ dimensions for the 25L and 25R ends are 500 feet (inner width) by 1,010 feet (outer width) by 1,700 feet (length). The approach RPZ dimensions for the 33 and 15 ends are 1,000 feet (inner width) by 1,510 feet (outer width) by 1,700 feet (length). The departure RPZ dimensions for all runway ends are 500 feet (inner width) by 1,010 feet (outer width) by 1,700 feet (length).

Runway pavement bearing strengths define the weight limit at or below which an aircraft may operate on the runways. The weight bearing capacity for a runway is determined by the configuration of the aircraft landing gear system and is depicted in **Table 2-6**.

Table 2-6
Runway Pavement Bearing Strength

Gear Configuration	Runway 7R-25L Weight (in thousands of pounds)	Runway 7L-25R Weight (in thousands of pounds)	Runway 15-33 Weight (in thousands of pounds)
SW	75	75	75
DW	175	175	175
DT	400	400	400
DDT	1,300	900	900

Source: FAA Airport Master Record, 2024

2.7.1.2 Taxiways

The Airport taxiway system allows aircraft to move between the runways and terminals, aprons, and service facilities. The taxiway system is described below.

The main taxiway serving the east-west parallel runways (Runway 7R-25L and Runway 7L-25R) is Taxiway K. The main taxiways serving Runway 15-33 are Taxiway R and Taxiway Y.

Taxiway G1 was constructed to alleviate congestion in the area where the Runway 33 end and south parallel runways intersect. Most aircraft that arrive on Runway 7R are able to exit via Taxiway G. From the Taxiway G exit, aircraft can either turn onto Taxiway R to access the North Airpark, turn onto Taxiway G1 to access the cargo technical stop apron area, or continue along Taxiway G to the passenger terminal building. One problem that presently exists is that both inbound and outbound traffic frequently meet at the five-way Taxiway G, Taxiway G1, and Taxiway K intersection. This is described further in Section 2.7.1.3.

Northbound traffic on Taxiway R continues to conflict with southbound traffic on Taxiway R between Taxiways M and U. These conflicts are sometimes alleviated by directing aircraft traffic to Taxiway Y, as necessary.

Taxiway T, located between the FedEx and United Parcel Service (UPS) leaseholds, is heavily used. Generally, congestion due to runway crossing requirements is not a problem based on existing demand levels.

The Taxiway Z extension project is ongoing. The current plan is to extend Taxiway Z east to the Runway 25R end and west to the Runway 7R end via multiple phases through 2027.

2.7.1.3 Airfield Hot Spots

An airfield “hot spot” is defined by the FAA as “a runway safety related problem area on an airport that presents increased risk during surface operations.” Hot spots are identified by the FAA with the intention of increasing awareness for pilots, airport staff, and ground vehicle operators who navigate the aircraft operations area. Currently, the Airport has two FAA identified hot spots.

Hot Spot 1 is located at the Taxiway G intersections with Taxiway E and Taxiway K. This is a complex intersection where pilots sometimes make an incorrect turn. Aircraft taxiing to Runway 33 via Taxiway E, G, and K sometimes miss the turn from Taxiway G onto Taxiway K and continue on Taxiway G across Runway 7L-25R. The potential risk of collision or runway incursion at this location is higher during conditions of restricted visibility.

Hot Spot 2 is located along Taxiway E between Runway 7L-25R and Runway 7R-25L. It involves aircraft pilots confusing hold short instructions for Runway 7L-25R and Runway 7R-25L when taxiing to Taxiway K via Taxiway E and Taxiway F. Taxiway D signage may not be visible from Taxiway E and Taxiway F hold positions.

2.7.1.4 Aircraft Parking Positions

The Airport owns and manages a number of aircraft parking areas and positions. Aircraft parking positions R2-R4, R7-R11, and R12-R14 are located adjacent to Taxiway E and are used primarily for cargo technical stops. Parking positions R8-R14 are able to accommodate up to Boeing 747-8 aircraft. Parking positions R2-R4 and R7 are able to accommodate ADG-V aircraft. Parking for ground support equipment is located close to these spots. Aircraft parking positions R2-4, R7-R11, and R12-R14 have in-ground power capabilities and are currently served by 400-Hertz converter carts. Additional aircraft parking positions N2-N8 are located at the North Terminal. These parking positions serve cargo technical stops, charter traffic, aircraft diverted from other airports, and aircraft maintenance purposes.

Aircraft parking positions P1-P3 are located east of Taxiway R and south of Taxiway P. One additional ADG-VI spot is entitled and may be built adjacent to position P3.

In the North Airpark, UPS and FedEx each have their own apron areas. Two parking positions within the UPS leasehold (R15 and R16) are owned by the Airport and used by UPS under a preferred user agreement with Airport operations.

In the East and South airparks, with the exception of the Kulis Business Park, the Airport does not maintain or control any aircraft parking areas. All parking areas are located on leased property and managed by their leaseholders.

An aircraft run-up area is provided at Taxiway J near the Runway 7L and 7R end.

2.7.1.5 Pavement Management

FAA requires all airports receiving federal funding to have a pavement management and maintenance program in place. FAA's Advisory Circular 150/5380-7B Airport Pavement Management Program (dated October 2014) governs how airport pavement management programs are to be managed.

The Airport has a pavement management program in place that serves as an aid in effective airport pavement maintenance effort. The Airport also conducts a Pavement Condition Index (PCI) inspection program.

As part of the PCI update at the Airport, a condition survey of all airfield pavements at the Airport, including runways, taxiways, taxilanes, and aprons along with their shoulders, is conducted. The PCI metric was developed by the U.S. Army Corps of Engineers and is based on a visual survey of the pavement. During the condition survey, a representative sample of all pavements are inspected, and distresses are recorded and processed using a program called MicroPAVER, which generates an individual PCI for each pavement area. Approximately one-third of all airfield pavements are inspected each year.

The PCI is a numerical index that ranges between zero and 100 and indicates the general condition of a pavement. The PCI value of 100 means the pavement is in excellent condition and a value of zero means the pavement is in very poor condition or has failed and is no longer usable. The PCI values are grouped as excellent (85-100), very good (70-84), good (55-69), fair (40-54), poor (26-40) and very poor or failed (0-25).

A color-coded PCI map is generated showing the PCI values of different pavement areas following the inspection. The color code ranges from green (for pavements with higher PCI values) to red (pavements with lower PCI ratings).

Guidelines set by the Alaska State Legislature (Chapter 90 Session Laws of Alaska 01 Sec 150 Line 26) require the Airport to maintain a minimum PCI condition of 70 for all runways and 60 for taxiways and aprons.

Current Pavement Conditions

Per the 2021 pavement condition map, Runway 15-33 had high PCI values greater than 85.

Portions of Runway 7R-25L had PCI values between 55 and 69. However, pavement repairs were conducted in summer of 2024 which should result in higher PCI values when complete. Portions of Runway 7L-25R had PCI values above 85 while other sections were between 70 and 84. Runway 15-33 had PCI values above 85. That runway pavement is in excellent condition given that a pavement rehabilitation project was completed in 2019.

The majority of taxiway and apron pavements are in good condition, while a few areas exhibit poor PCI values. Taxiway R, between Taxiway S and Taxiway P has PCI values between 40 and 54. The Taxiway R segment between Twy M and Taxiway K has PCI values between 55 and 69. Taxiway K, east of Taxiway G1, has PCI values less than 54.

2.7.1.6 Navigational Aids

The following navigational aids, or ground-based navigational facilities, located both on- and off-Airport, are used within the published approaches for the Airport:

- Airport surveillance radar (ASR)
- Automated Surface Observing Systems (ASOS)
- Distance measuring equipment (DME)
- Instrument Landing System (Runway 7L, Runway 7R, Runway 15)
- Remote transmitter receiver (RTR)
- Rotating beacon
- Runway Visual Range Equipment (RVR) (all runways)
- Very high frequency omnidirectional range (VOR)

The ASR is the radar system at an airport used to display the position of aircraft in the terminal area. The ASR for the Airport is located just north of the fuel farm in the West Airpark area.

ASOS equipment collects meteorological observations on a continual basis, 24 hours a day. The meteorological reports are made available to airport users (e.g., pilots, air traffic controllers) in real-time and the data is archived in the Global Surface Hourly database.

DME equipment allows pilots to determine their distance from a land-based transponder. TACAN also provides omnidirectional azimuth bearing information for military aircraft and distance information for all aircraft. TACANs are generally more accurate than a combined VOR / DME but can also be used with VOR and DME facilities.

In an Instrument Landing System (ILS), an approach path is provided for exact alignment and descent of an aircraft on final approach. Guidance information is provided via a combination of localizer and glide slope. Localizers provide horizontal runway centerline guidance whereas glide slopes provide vertical guidance.

The RTR provides radio communications between air traffic controllers and pilots in the terminal airspace.

A rotating beacon is used to help pilots locate the airport airfield at night or in low visibility conditions.

The RVR equipment measures the atmospheric transmissivity along runways and translates this visibility value to the air traffic user. RVRs support increased precision takeoff and landing capacity per the authorized ILS minimums.

The VOR station is a ground-based facility that transmits high frequency radio signals 360 degrees in azimuth from the station. These signals help the pilot turn at a given point above the ground or fly along a radial to or from the station. There are two VOR stations in the ANC terminal airspace – one at ANC and one at Big Lake Airport. The VOR at ANC was relocated from Fire Island to the Airport in 2012. A third VOR is located outside the ANC terminal airspace at Kenai.

2.7.1.7 Runway Lighting

The three runways are equipped with a variety of lighting to guide aircraft operations. High intensity runway lights and centerline lighting are installed on all runways. Touchdown zone lighting is installed on the Runways 7R and 7L. Runway end identifier lights are installed only on the Runway 33 end.

Approach lighting used at the Airport is summarized in **Table 2-7**. It should be noted that for Runway 7R, the approach lighting system with sequenced flashing lights (ALSF-II) has frequently experienced failures due to wiring issues.

The published approach procedures for precision and non-precision instrument approaches are summarized in the section on airspace.

Table 2-7
Runway Lighting

	Edge Lights	Centerline Lights	Visual Slope Indicator	Approach Lighting	Other Lighting
Runway 7L	High	Yes	PAPI	MALSR	Touchdown
Runway 25R	High	Yes	PAPI	-	
Runway 7R	High	Yes	PAPI	ALSF-II	Touchdown
Runway 25L	High	Yes	PAPI	-	
Runway 15	High	Yes	PAPI	MALSF	
Runway 33	High	Yes	PAPI	-	REILs

Source: FAA Airport Master Record, 2024

2.7.1.8 Airport Service Roads

The Airport has a number of service roads (sometimes also referred to as tug roads) located within the aircraft operations area. Airport service roads provide access for ground service vehicles to areas of the aircraft operations area. For large commercial airports like ANC, service roads often cross, but are not collocated on, aircraft taxiways. This segregation of airport ground vehicles from aircraft taxiways increases safety since pilots are more familiar with seeing vehicle activity in specific locations on the airfield.

In addition to the service roads, a bypass Tug Road runs parallel to Postmark Drive and connects the North Airpark to the U.S. Post Office and terminal area. However, the Airport lacks a contiguous perimeter road. The west side of the Airport north of Runway 7L is not accessible by service road. A service road runs from the fuel farm west around the end of Runways 7L and 7R to connect with the south Tug Road. Ideally, a service road would run from the fuel farm north toward Point Woronzof and connect with the North Airpark. To overcome this deficiency, ground vehicles are forced to comeingle with aircraft on various taxiways and runways or use public roads to access certain areas of the Airport. It is important to note that most ground service vehicles are not licensed and are not legally allowed on public roadways because of liability issues.

2.7.1.9 Airport Access and Security

An Air Operations Area (AOA) comprises the majority of the airfield area and is where aircraft operate. Only permitted Airport, FAA, and Transportation Security Administration (TSA) personnel are allowed within the AOA. To prevent unwanted persons, animals, and vehicles from entering the AOA, and to protect the safety of air operations, the AOA is surrounded by an 8-foot-tall security fence.

2.7.2 Airspace

This section contains a brief summary of the airspace surrounding the Airport, the responsibilities of various air traffic control facilities, and limitations imposed on the flight paths of individual aircraft by the geography and airspace in the surrounding area. In addition, it describes the preferred runway uses, aircraft approaches and departures, special air traffic rules, and noise mitigation strategies.

2.7.2.1 Air Traffic Control Procedures

The FAA controls airspace through several layers of air traffic control facilities. Generally speaking, the Air Route Traffic Control Center handles aircraft during the en-route phase of flight. The Terminal Radar Approach Control (TRACON) facility handles both arriving aircraft during their initial descent toward the airport, and departing traffic after they clear the airport traffic pattern. The Airport Traffic Control Tower (ATCT) is responsible for aircraft making their final approach before landing, ground operations, takeoff, and initial climb. Each type of air traffic control facility has its own staffing, equipment, and facilities, and they are generally not collocated.

Aircraft are also under the control of provisions contained in Subpart D of Special Federal Aviation Regulation Part 93, which outlines unique operational requirements for aircraft operating in the Anchorage area. The regulation essentially creates separate flight paths and altitudes for both large turbine-powered aircraft and smaller piston-powered aircraft as they approach and depart from the Airport, Lake Hood Airport, Joint Base Elmendorf-Richardson (JBER), and Merrill Field Airport. Part 93 stipulations create the rules for the general flow of traffic in and out of the Anchorage area, but Air Traffic Controllers take an active role in directing traffic. Thus, while Part 93 provides some information to pilots as to direction and altitude they might expect specific instructions from Air Traffic Controllers take precedence over the Part 93 provisions.

The airspace around the Airport is somewhat complex. The Airport itself lies within Class C airspace. Class C airspace is defined by the FAA as airspace in which pilots must be in two-way communications with Air Traffic Controllers. Class C airspace is the second-busiest tier of airspace control contained within the FAA's hierarchy of airspace areas.

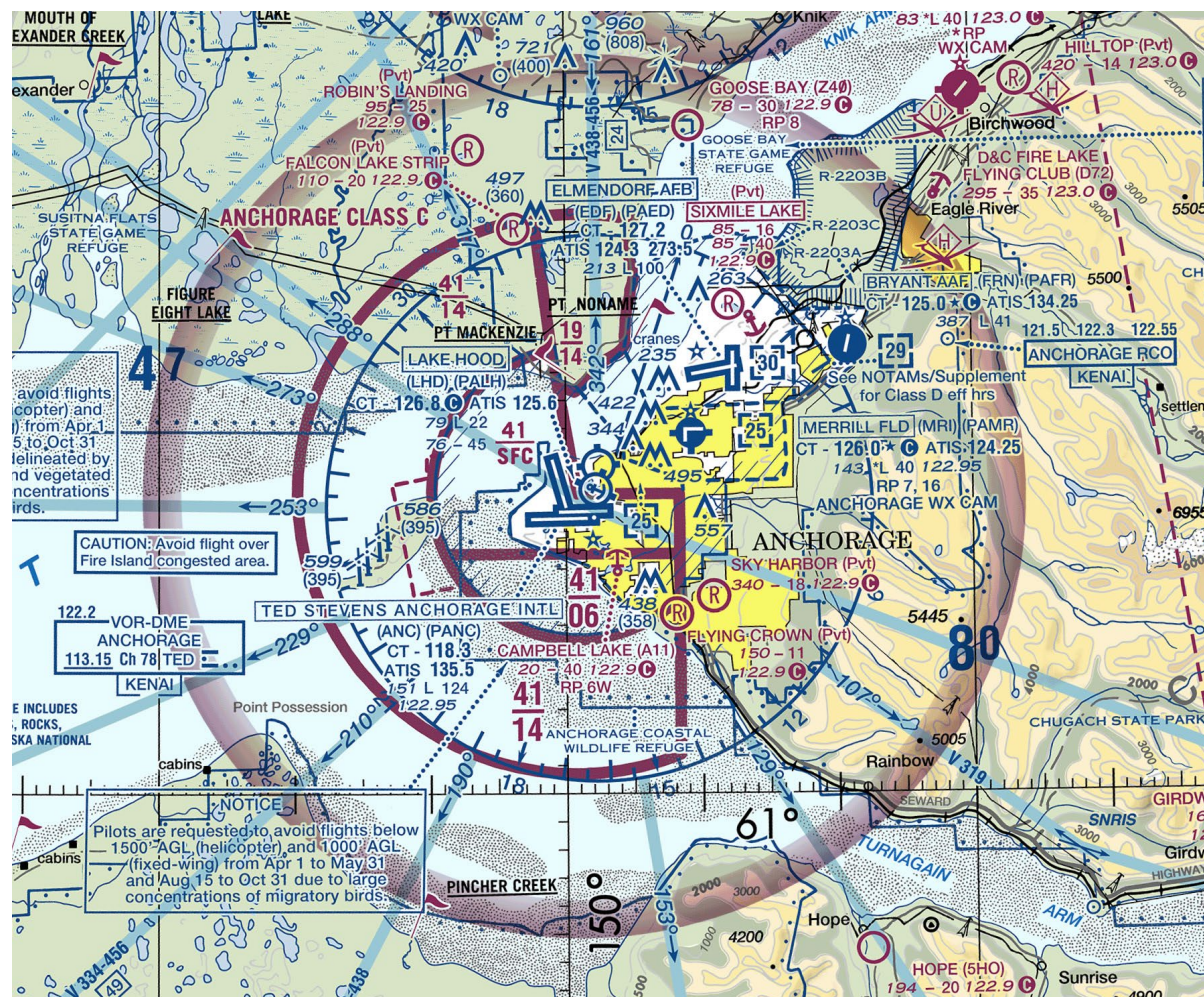
As depicted in **Figure 2-25**, the Anchorage Class C airspace consists of several blocks of airspace. The core is a semicircular tract centered on the Airport and extending east, west and northwest of the Airport in the direction of the extended runway centerlines and exists from the surface to 4,100 feet mean sea level (MSL). A second semicircle extends south of the Airport and includes the area from 600 feet MSL to 4,100 feet MSL. Outside of these areas is a band that runs from southeast of the Airport to north-northwest and extends from an altitude of 1,400

Ted Stevens Anchorage International Airport Airport Master Plan Update

feet MSL to 4,100 feet MSL. In addition, a trapezoidal area directly north of the Airport and on the opposite side of the Knik Arm Inlet, contains Class C airspace from 1,400 feet MSL to 1,900 MSL.

Aircraft arriving or departing the Airport must contend with potential traffic and conflicts with aircraft from JBER and Merrill Field Airport. To help manage traffic, the FAA has developed eight Standard Terminal Arrivals and five Departure Procedures that outline specific routes arriving and departing traffic should follow. As an aircraft makes contact with Air Traffic Controllers, the pilots are given instructions regarding which route to fly depending on weather conditions, local traffic, and traffic at nearby airports.

Figure 2-25
FAA Anchorage Sectional Chart



Source: Federal Aviation Administration, 2024.

2.7.2.2 VFR and IFR Procedures

Air traffic operations fall within two categories—those flying under Visual Flight Rules (VFR) and those under Instrument Flight Rules (IFR). Under VFR, aircraft operating in good visibility weather do so under “see and avoid” practices with other aircraft. The pilots are given route instructions while inside the Class C airspace, but otherwise are relatively free to choose their own routes and altitudes. Many general aviation aircraft operate under VFR most of the time.

Transport category aircraft, as well as many charter aircraft and general aviation aircraft that are properly equipped and staffed, typically operate under IFR. Aircraft flying under IFR are required to comply with routes and altitudes given by Air Traffic Controllers during all phases of flight. The controllers are then responsible for ensuring adequate separation between aircraft, as they may be flying in clouds, snow or other conditions of poor visibility during which the view outside the aircraft is limited.

Aircraft approaching the Airport during periods of poor visibility fly through the Airport environment and to the runway using predetermined routes called Standardized Instrument Approach Procedures. The pilot’s ability to land without actually seeing the runway landing zone is determined by a number of factors, including approach lighting, NAVAIDs, aircraft equipment, and pilot qualifications. **Table 2-8** summarizes the instrument approaches available at the Airport and the minimum visibility and heights associated with each approach. Note that not all aircraft can meet the minimums listed.

The complex interactions of international and VFR traffic heading to and from the Airport and military traffic heading to and from JBER are depicted in **Figure 2-26**, which is an excerpt from the FAA Terminal Area Chart.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

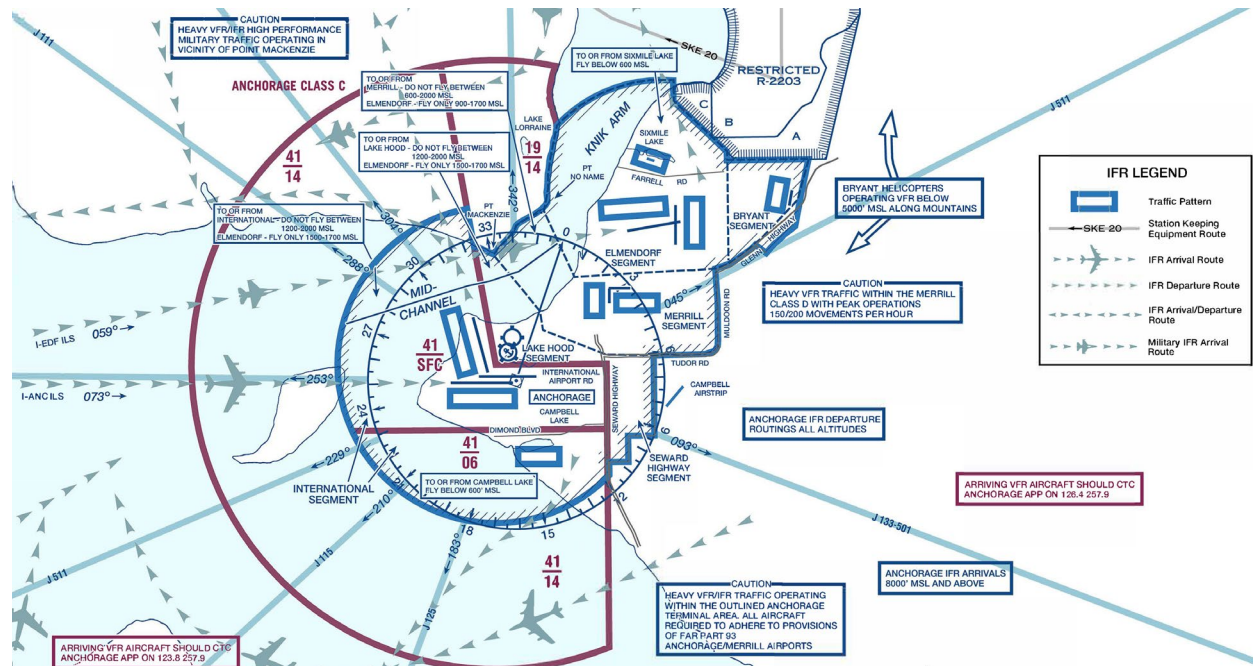
Table 2-8
Approach Procedures

Approach Name	Minimum Visibility	Minimum Descent Altitude (AGL) (feet)
Runway 7R		
ILS or LOC / DME	1/2 mile	200
ILS (Special Authorization) Cat I	1,400 feet	245
ILS Cat II	1,200 feet	115
ILS Cat III	N/A	N/A
RNAV (GPS)	1/2 mile	200
RNAV (RNP)	1 mile	430
Runway 7L		
ILS or LOC / DME	1/2 mile	200
ILS (Special Authorization) Cat I	1,400 feet	158
ILS (Special Authorization) Cat II	1,200 feet	108
RNAV (GPS)	1/2 mile	200
Runway 33		
RNAV (RNP)	1 mile	400
Runway 15		
ILS	3/4 mile	200
RNAV (GPS)	3/4 mile	200
Runway 25L		
Seward Visual	3 miles	VFR Conditions
Runway 25R		
Highway Visual	3 miles	VFR Conditions

Source: FAA Airport Master Record, 2024

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 2-26
FAA Terminal Area Chart



Source: Federal Aviation Administration, 2024.

2.7.2.3 Preferential Runway Use Program

There are noise sensitive land uses located to the east and south of the Airport. The Airport currently has a preferential runway use program in place as a noise management solution that results in most approaches and departures occurring over water. This reduces the amount of noise-sensitive land uses under the flight paths and being affected by aircraft noise.

The Preferential Runway Use Program identifies the preferred runways for arrivals and departures and ranks them in order of preference, as described in **Table 2-9**. Runways 7R and 7L are listed higher in the departure priority during daytime hours in recognition of air traffic considerations. When air traffic conditions allow, Runways 25L and 25R are preferred.

Under the terms of the Preferential Runway Use Program, selecting the next preferential runway is allowed under any of the following conditions:

- If the runway is not clear and dry (i.e., it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances)
- When winds, including gusts, as recorded by Airport wind sensors exceed:
 - Crosswind components of 28 kilometers / hour (15 knots)
 - Tailwind components of 9 kilometers / hour (5 knots)
- When wind shear has been reported or forecasted, or thunderstorms are expected to affect the departure or approach

- When the combined traffic levels at JBER and the Airport result in excessive airfield traffic congestion and cause unacceptable departure delays (delay alone does not constitute a reason for pilots to request a noise sensitive runway for departure)
- When a preferred runway is closed for snow removal, construction, maintenance, or other reasons

Table 2-9
Preferential Runway Use Program

Operation	Priority	Daytime (7 AM - 10 PM)	Nighttime (10 PM - 7 AM)
Departures			
	1	Runway 33	Runway 33
	2	Runway 7R	Runway 25L
	3	Runway 7L	Runway 25R
	4	Runway 25L	Runway 7R
	5	Runway 25R	Runway 7L
	6	Runway 15	Runway 15
Arrivals			
	1	Runway 7R	Runway 7R
	2	Runways 7L / 15	Runways 7L / 15
	3	Runway 33	Runway 33
	4	Runways 25L / 25R	Runways 25L / 25R

Source: ANC FAR Part 150 Noise Compatibility Study Update, 2015

2.7.2.4 Threshold Siting Surfaces / Terminal Instrument Procedures (TERPS) Departure Surface

To protect the use of the runway in both visual and instrument meteorological conditions, an approach surface or threshold siting surface is required per FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS) and as described in FAA AC 150/5300-13B, Airport Design. The threshold siting surface has a trapezoidal shape extending away from the runway along the centerline at a specific slope expressed in horizontal feet by vertical feet. The surface slope at each runway end depends on the visibility minimums and type of procedure associated with the runway end. The purpose of the approach surfaces is to ensure there are no penetrations beyond the designated approach surface for a runway end. Should penetrations exist, the threshold for the runway should be displaced. The threshold siting surface for Runways 7L, 7R, and 15 has a slope of 34:1. The threshold siting surface for Runway 25L, 25R, and 33 has a slope of 20:1. The Airport has no threshold siting penetrations. For departures, the TERPS departure surface for all instrument runways is 40:1.

2.7.2.5 Part 77 Imaginary Surfaces

To protect the airspace in the vicinity of the Airport, CFR Part 77 defines five imaginary surfaces for airports.

- **Primary Surface** – A surface longitudinally centered on the runway and extending 200 feet from each runway end
- **Approach Surface** – A surface longitudinally centered on the extended runway centerline and extending outward beyond the primary surface
- **Horizontal Surface** – A horizontal plane 150 feet above the established airport elevation
- **Conical Surface** – A 20:1 slope surface extending beyond the horizontal surface
- **Transitional Surface** – A surface joining approach and horizontal or approach and transitional surfaces

The Part 77 approach surface is based on the type of aircraft using and instrumentation available for each runway. The slopes of the approach surfaces are 20:1 for Runways 25L, 25R, and 33; and 50:1 for Runways 7L, 7R, and 15.

2.7.3 Passenger Terminal and Landside Facilities

The passenger terminal and landside facilities include the North and South terminals, Airport roadways, terminal curbsides, the various short- and long-term public parking facilities, employee parking facilities, commercial vehicle staging areas, and rental car facilities. An overview of the passenger terminal and landside facilities is depicted in **Figure 2-27**.

2.7.3.1 South Terminal

The South Terminal originally opened in 1953. Between 1965 and 1969 the original structure was expanded to include the hexagon, the B Concourse, the ticket lobby, and the baggage claim areas. The oldest remaining portion of the original building is the hexagon. The architecture firm of Manley & Mayer designed these portions of the building.

In 1984-1985, A Concourse was added to serve regional commuter traffic, and B Concourse was renovated. Between 1988 and 1990, the main terminal was remodeled. Between 1999 and 2004, the main terminal and concourse (constructed in 1952) was demolished, and a new main terminal and C Concourse was constructed. In 2010, a complete renovation and seismic upgrade of A Concourse and B Concourse was completed. After these latest renovations, the South Terminal was considered completely modernized and remains in good condition.

The approximately 787,600 square foot building is a composite floor plan. The landside portion of the A and B ticketing area is laid out in a curved configuration and straightens out at the newer "Great Hall" and the C Concourse. The concourses stemming off the main terminal

building do so in various geometries. The A Concourse and B Concourse are two-story structures, and the C Concourse is a three-story structure with a partial basement. The space allocation throughout the South Terminal is delineated in **Table 2-10**. The key plans for each level of the South Terminal building is depicted in **Figure 2-28**, **Figure 2-29**, **Figure 2-30**, **Figure 2-31**, and **Figure 2-32**.

Figure 2-27
Passenger Terminal and Landside Area

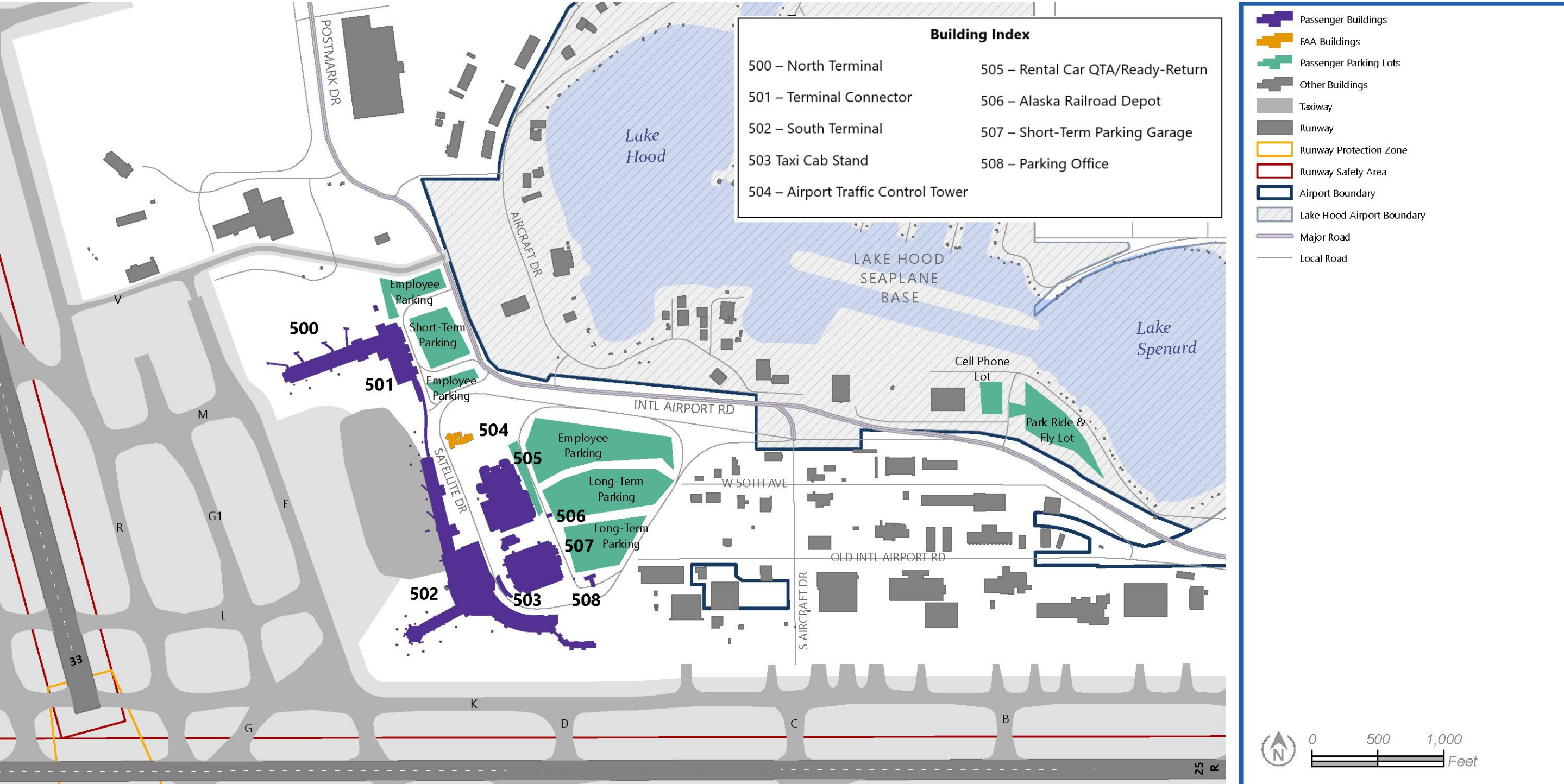
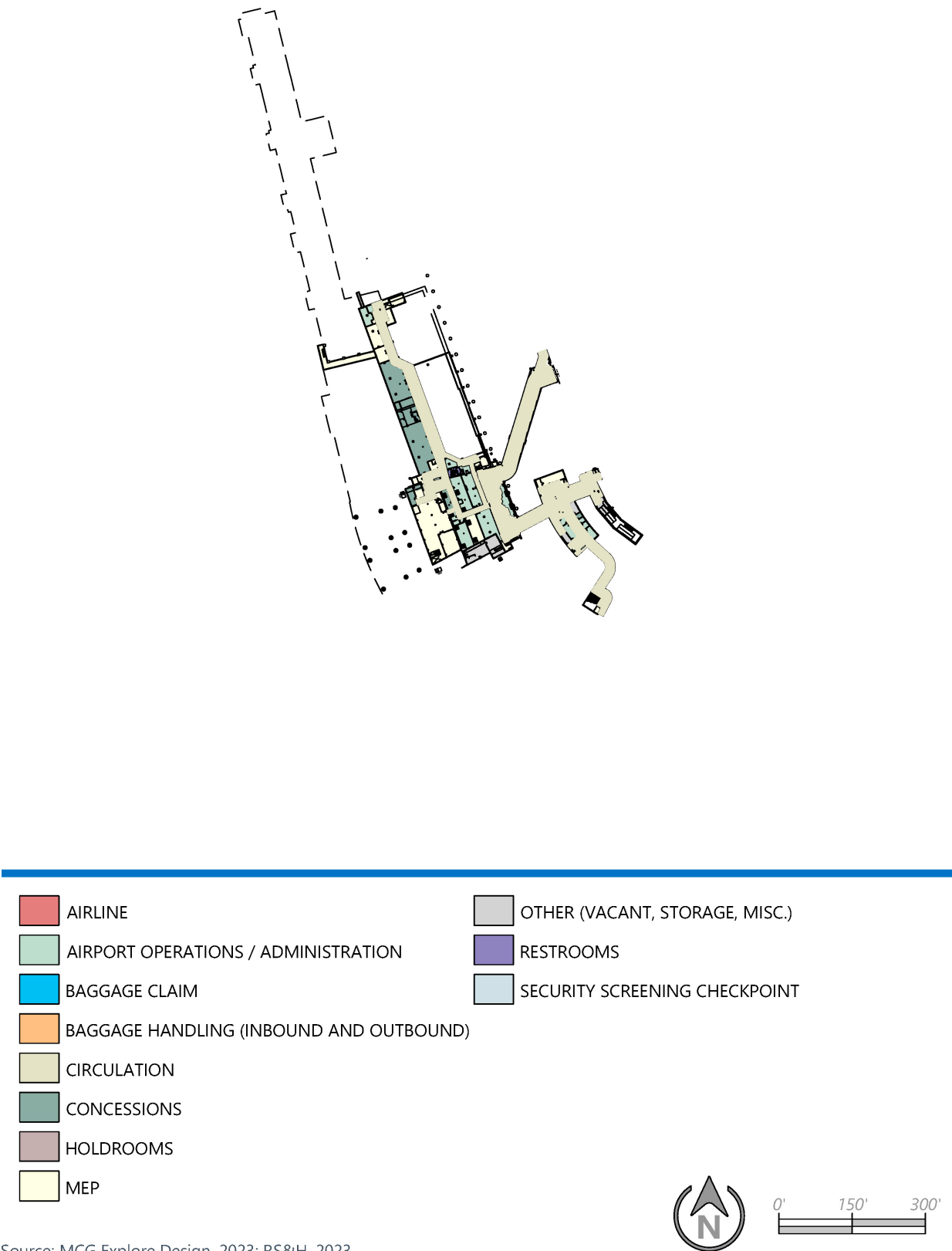
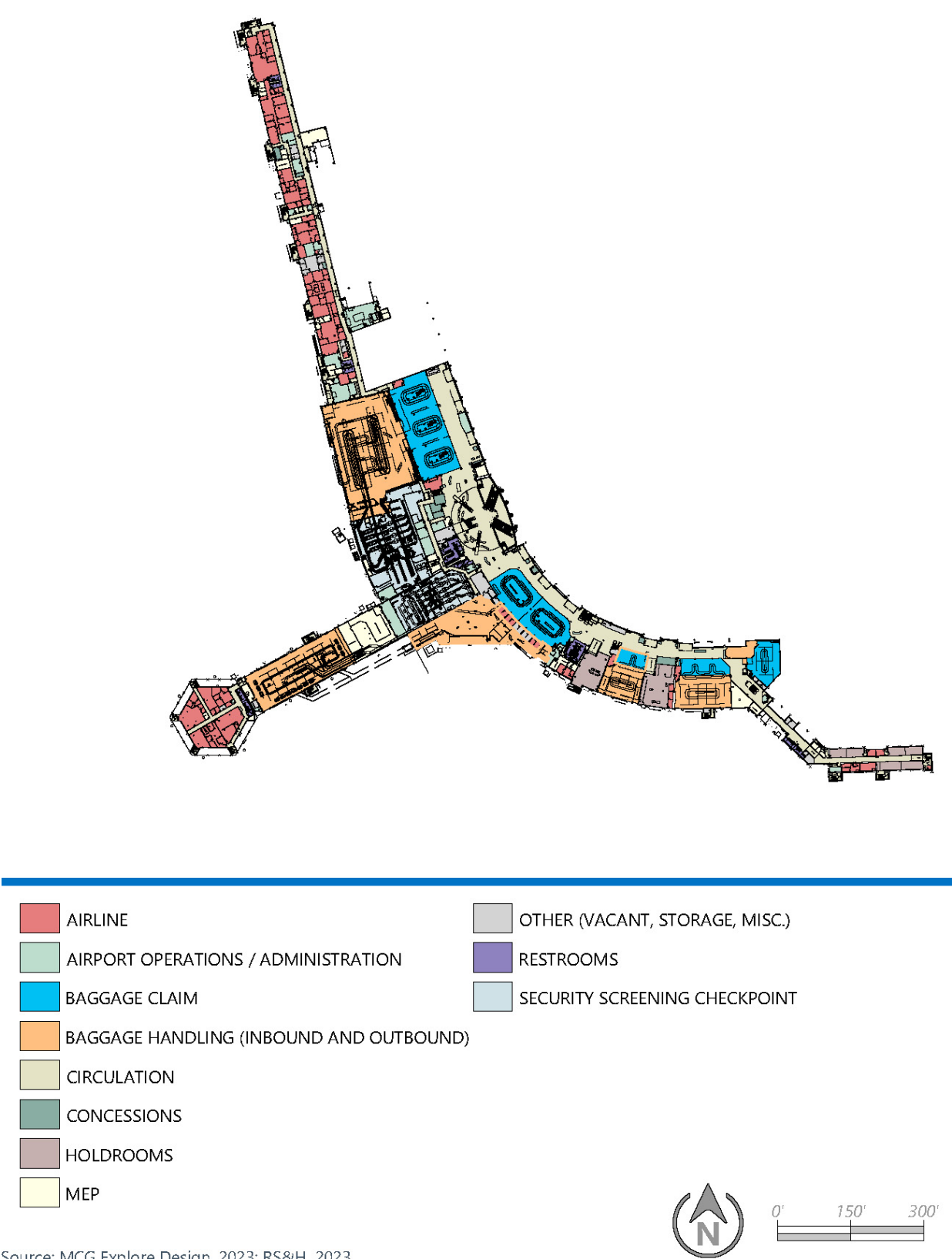


Figure 2-28
South Terminal – Basement



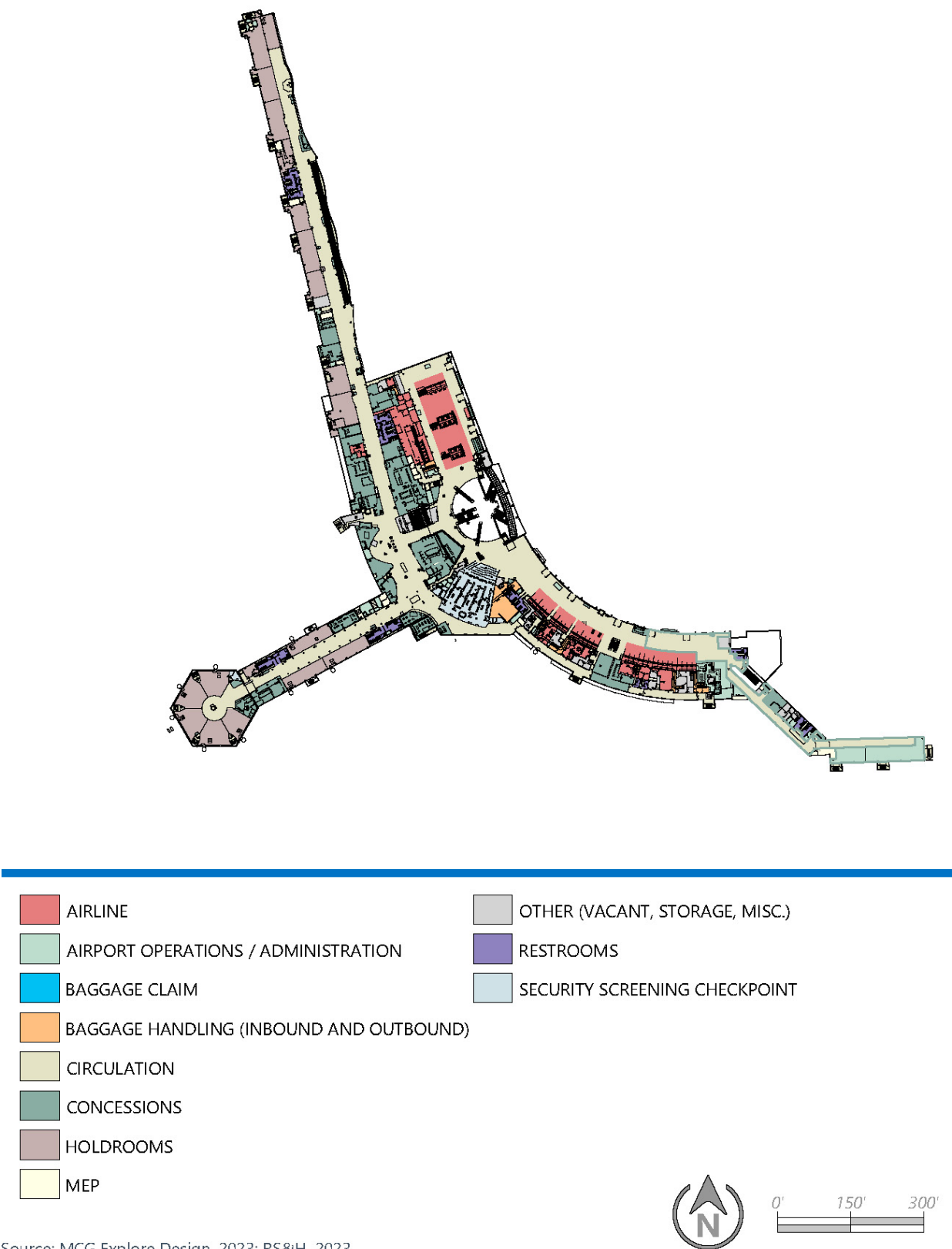
Source: MCG Explore Design, 2023; RS&H, 2023

Figure 2-29
South Terminal – First Floor



Source: MCG Explore Design, 2023; RS&H, 2023

Figure 2-30
South Terminal – Second Floor



Source: MCG Explore Design, 2023; RS&H, 2023

Figure 2-31
South Terminal – Third Floor

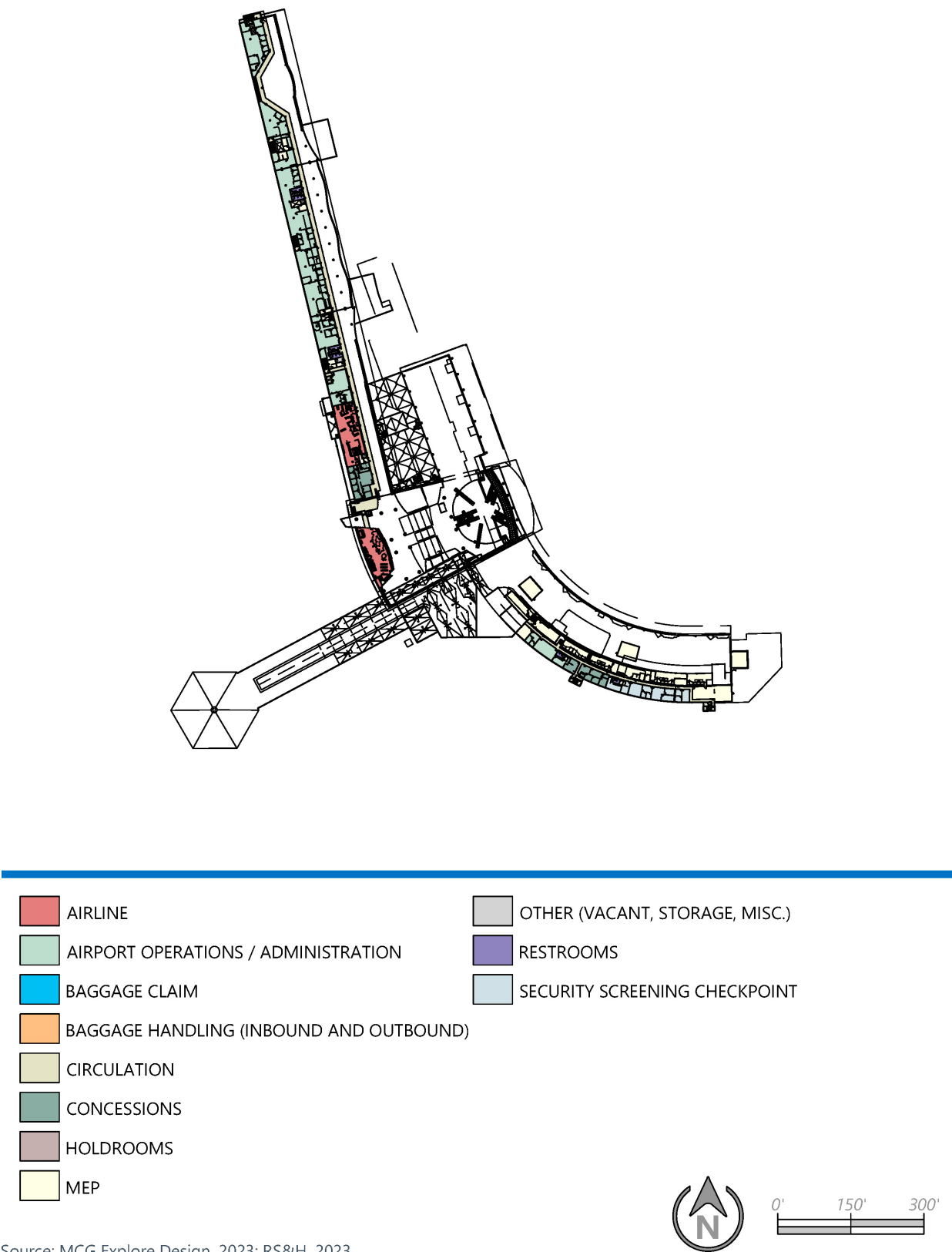


Figure 2-32
South Terminal – Fourth Floor

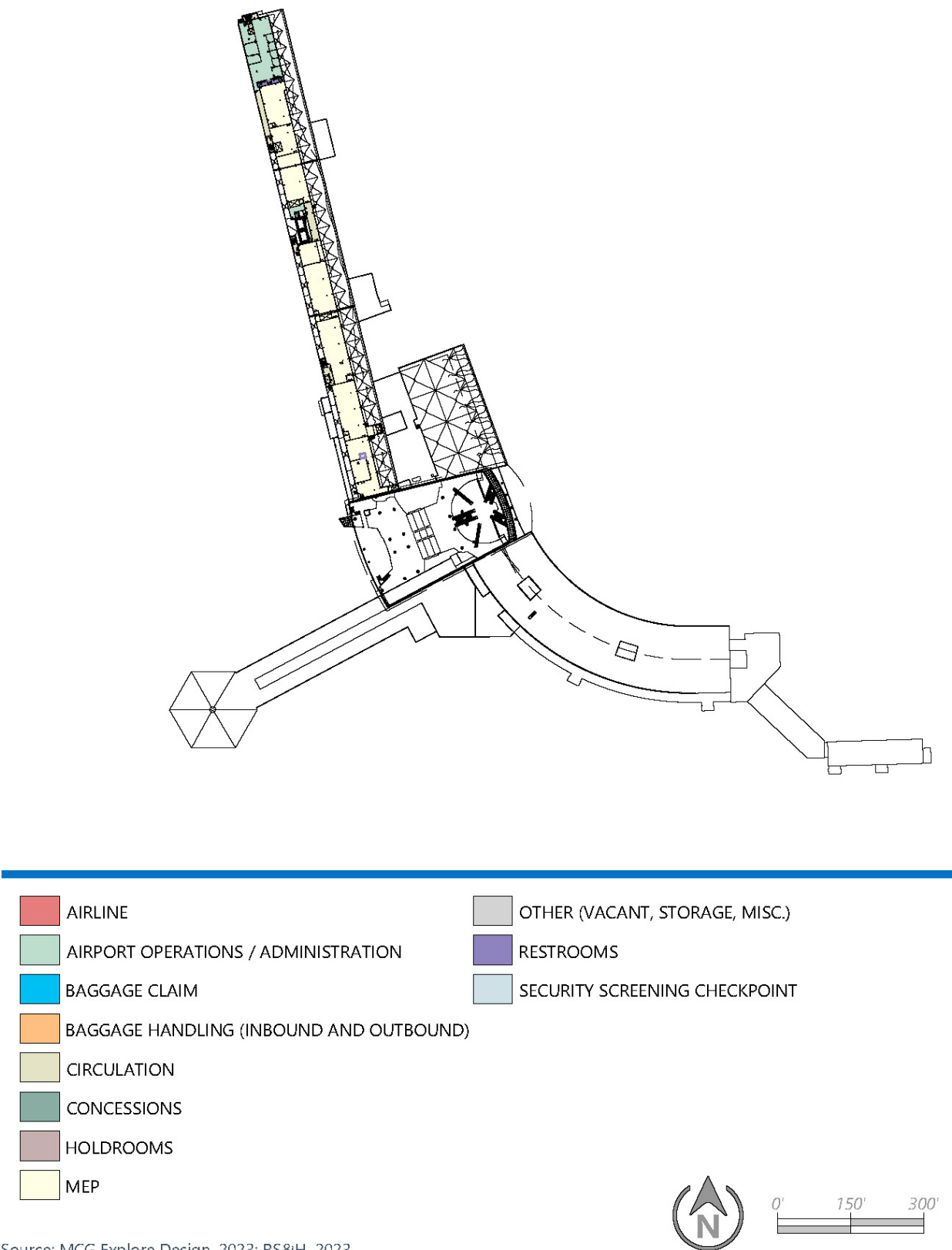


Table 2-10
South Terminal Floor Space Allocation

Functional Area	Area (square feet)
Airline	68,300
Airport Operations / Administration	67,600
Baggage Claim	35,300
Baggage Handling (Inbound and Outbound)	75,400
Circulation	248,400
Concessions	59,000
Holdrooms	51,300
MEP	99,900
Other (Vacant, Storage, Misc.)	24,000
Restrooms	14,200
Security Screening Checkpoint	44,200
Total	787,600

Source: MCG Explore Design, 2023; RS&H, 2023

Regional Operations

Alaska is a unique state when it comes to air travel. Regional air travel comprises a large amount of air traffic at the Airport due to the remoteness of a significant portion of the population. The A Concourse (which includes the L Gates for the purposes of this discussion) on the first floor of the South Terminal accommodates the regional airlines at the Airport. Regional passengers do not need to pass through TSA passenger screening and their baggage does not need to be inspected, as permitted in FAA and TSA regulations. Therefore, the path of travel for regional passengers differs from others at the South Terminal. Regional passengers arrive in the main terminal via several locations: departure and arrival level drop-offs, the tunnels from the train, the rental car facility, or the parking garages. The regional carrier ticket counters are located on the south side of the "Great Hall." After passengers check their bags, airline staff place the bags on take-away belts behind the counters. The bags are conveyed down to the first level into separate bag make-up areas. The regional carriers also maintain airline offices in the area behind the ticket counters.

After checking in at the ticket counter, regional passengers travel downstairs via stair, elevator, or escalator and depart via the A Concourse or L Gate departure lounges. The A Concourse and L Gate departure areas are located on the first floor, below the ticket counters and airline offices and continue east onto the pier.

There are currently eight food and beverage and eight retail concessions available on the A-Concourse and prior to the TSA security screening checkpoint; however, most concessions are located post-TSA security screening checkpoint. Thus, they are less convenient for regional passengers who may use their boarding pass to obtain access to the airside concessions.

The concessions offered on the landside of the South Terminal are adequate and varied enough to provide a good level of service to regional passengers.

The regional carrier operations were relocated to the first floor of the A Concourse pier through the South Terminal Seismic and Security Retrofit Project. As a result, the passenger boarding bridges, and aircraft hardstands were removed making this area essentially inaccessible to jet aircraft and leaving the second floor boarding area unoccupied. The regional carriers board passengers via ground loading and, therefore, do not use the second-floor departure lounges.

Regional passengers arriving at the Airport enter A Concourse to retrieve their baggage at one of the two common baggage claim devices on the ground level. The claim devices are both flat-plate belts, one being a T-shaped belt and the second being a double-T composite shape. After retrieving their bags, passengers depart the Airport via public transportation from the commercial curb; the passenger pick-up area at the arrivals curbside; the tunnels to the parking garage, train, and rental car facility; domestic flights; or international flights.

The general functionality and operations of the regional service at the Airport are good. There are adequate restrooms and amenities that offer a high level of service to passengers. However, discussions with Airport operations and maintenance (O&M) staff revealed three main issues with the A Concourse.

First, the baggage system does not have electronic sensors to monitor system status and notify the O&M staff of the location of a bag jam or belt issue, as does the latest baggage systems serving the B Concourse. According to O&M, the belts serving A Concourse were reconfigured from existing belts and are not equipped with the latest baggage system technology. Therefore, longer wait times result as maintenance has to visually identify where issues are occurring on the lines. Besides these issues, the baggage system at A Concourse generally functions well and is adequate for the level of demand at the Airport.

The second issue with the regional service facilities is its close proximity to the adjacent taxiway. Because there is such a high volume of large aircraft moving around the airfield, the mixing of small and large aircraft is a concern. Generally speaking, aircraft traffic at the Airport is maintained at a good Level of Service.

The third issue is the incursion of Jet A exhaust and fumes into the building's ventilation system. Generally speaking, however, passengers experience a good Level of Service.

Domestic Operations

Domestic passengers traveling through the Airport arrive in a similar manner to the regional passengers. The ticket counters for mainline domestic air carriers are located to the north and south of the "Great Hall." Alaska Airlines and American Airlines occupies preferentially leased ticket counters to the north of the "Great Hall," while Delta Air Lines and United occupy preferentially leased counters to the south and east. Seasonal carriers Air Canada and Icelandair share ticket counters to the north while Condor, Eurowings, and Sun Country share ticket counters to the south.

Alaska Airlines operates "island" style ticket counters in addition to the traditional, front-facing counters common to most airports. Each ticket "island" is configured with a single, shared baggage take-away belt flanked by counters on either side. Self-service ticket kiosks are located at the end of each "island" closest to the roadway, in clusters next to the "Great Hall," and in the ground transportation lobby. Alaska Airlines also has traditional ticket counters along the west wall of the ticket area, with a baggage take-away belt behind. Airline ticket offices are located behind the belt. In both cases, checked baggage travels down to the ground level and proceeds through the TSA Checked Baggage Inspection System (CBIS) and out to the bag make-up area.

All other air carriers, located on the north and south sides of the "Great Hall," have traditional ticket counters with baggage take-away belts behind. Airline ticket offices are located behind the counters. Checked baggage travels down to the ground level and proceeds out to the bag make-up areas. As noted previously, there are a few international air carriers that operate ticket counters in the South Terminal. Many of the international departures at the Airport leave from the South Terminal; however, international arrivals occur at the North Terminal (see Section 2.7.3.3).

The CBIS at the South Terminal is split into two systems: one serving the B Concourse, and one serving the C Concourse. The B Concourse CBIS is a fully automated inline baggage system that consists of four Explosive Detection System (EDS) machines.

The CBIS automatically sorts baggage and diverts any alarmed bags to the TSA hand-screening area. Once the baggage is cleared, it travels to the B Concourse make-up belt. Oversized bags are screened by TSA personnel in an area adjacent to the ticket counters. Passengers present their oversized baggage to the agent and once cleared, it travels directly to the make-up belt.

The B Concourse make-up unit consists of a single, common use, flatplate belt that is used by all airlines. The Airport has two concerns with this make-up area. First, there is limited tug circulation space around the belt, which results in damage to the walls, bollards and equipment on the ceiling. Second, the belt does not have enough storage capacity. Therefore, during peak departure times, the belt becomes overloaded with baggage. The overloaded belt can cause all of the baggage lines to shut down, sometimes all the way up to the ticket counters. During peak demand times, a shutdown of the baggage system can result in many bags not being screened in sufficient time to make their flights. Consequently, passengers may arrive at their destinations without their luggage.

Also, when the baggage system is overloaded, bags on the belt can be pushed onto the floor. Airlines that fail to pick up bags in a timely manner can contribute to bags missing their intended flight. Correcting the capacity problems of the B Concourse baggage belt system would improve the service at the Airport. **Figure 2-33** illustrates the baggage system from the ticket counter to the make-up area in B Concourse.

The C Concourse CBIS was upgraded in 2017 to replace four CTX 9400s with four new machines that are configured into two 1+1 systems operating in a metered flow of 400 bags per hour which increased throughput and improved the baggage handling systems. The TSA CBIS area is located at the west end of the "Great Hall" on the ground level. It consists of four EDS machines. Alarmed bags are diverted to the TSA secondary screening area and, after being cleared, travel to the make-up area. The C Concourse make-up area consists of two sloped-plate belts, and one flat-plate belt that is used for oversized bags. **Figure 2-34** illustrates the baggage system from the ticket counter to the make-up area in C Concourse. **Table 2-11** shows the frontage (outside perimeter) length of the belt system in the South Terminal. After passengers check in at the ticket counters, they must pass through the TSA Passenger Security Screening Checkpoint (SSCP). The SSCP is located on the south side of the "Great Hall" and consists of six screening lanes. The SSCP is equipped with the latest TSA screening equipment, including Advanced Imaging Technology Whole Body Imaging machines. After passing through the checkpoint, passengers continue into the secure concourse area.

The secure portion of the B and C concourses has a variety of food and retail concessions. There are a variety of dining options ranging from fast food to sit-down restaurants, and numerous retailers offering various goods ranging from news and sundries to specialty merchandise.

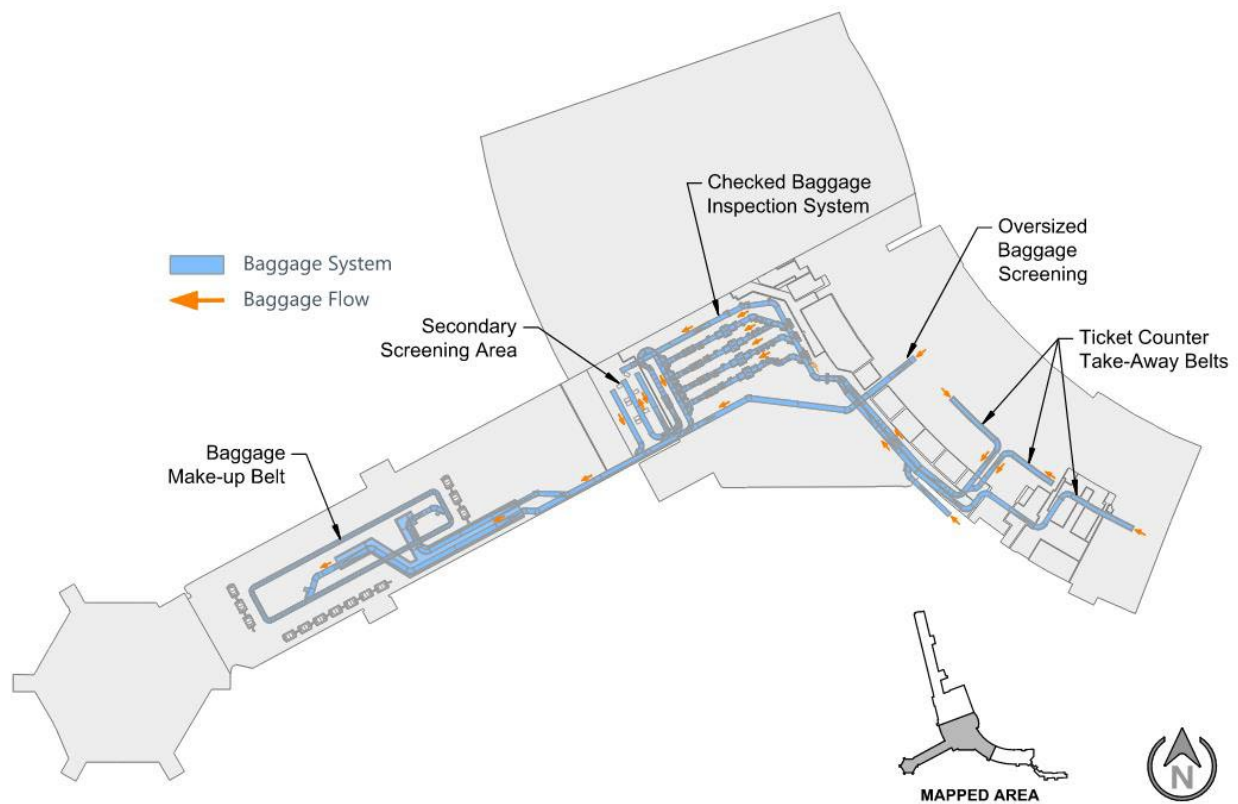
Ted Stevens Anchorage International Airport Airport Master Plan Update

Table 2-11
South Terminal Baggage Belts

	Baggage Belt	Length (linear feet)
A Concourse	Bag Make/up	105
	Bag Claim	230
B Concourse	Bag Make/up	355
	Bag Claim	340
C Concourse	Bag Make/up	510
	Bag Claim	380

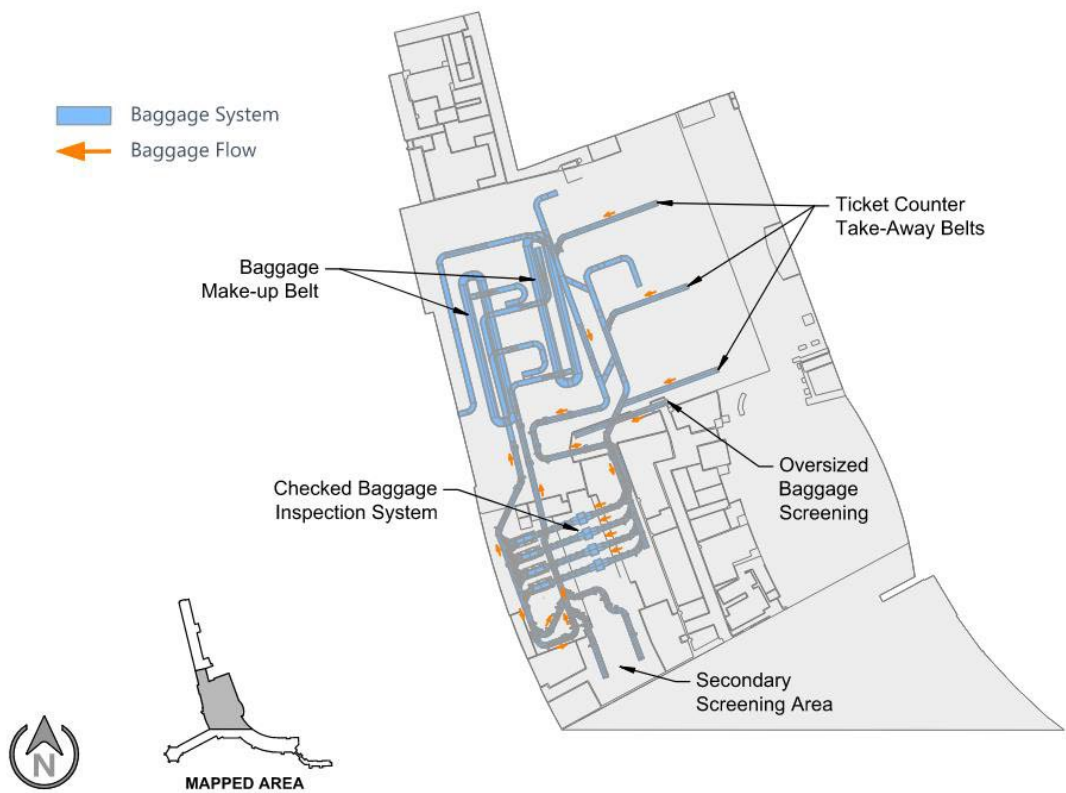
Source: RS&H, 2024

Figure 2-33
South Terminal – B Concourse Outbound Baggage Makeup



Source: RS&H, 2024

Figure 2-34
South Terminal – C Concourse Outbound Baggage Makeup



Source: RS&H, 2024

The B Concourse consists of nine departure gates: three along the pier, five at the end in the hexagonal space, and one on the second level above Gate L1. All 9 gates are equipped with passenger boarding bridges; however, Gate 10 does not have a dedicated passenger holdroom. The C Concourse consists of nine departure gates, and all have passenger boarding bridges. **Table 2-12** summarizes the gate and bridge information for the South Terminal.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 2-12
South Terminal Gates

Concourse	Gate	Square Footage	Airline	Bridge Model
A Concourse	L1	3,506	ConocoPhillips	No Bridge
	L2	3,624	Grant Aviation / Aleutian Airways / Kenai Aviation / Alaska Central Express / Transnorthern	No Bridge
	L2A	567	Grant Aviation / Aleutian Airways / Kenai Aviation / Alaska Central Express / Transnorthern	No Bridge
	A10	562	Ravn Alaska	No Bridge
	A11	126	Ravn Alaska	No Bridge
	A12	567	Ravn Alaska	No Bridge
	A13	692	Ravn Alaska	No Bridge
	A14	567	Ravn Alaska	No Bridge
	A15	691	Ravn Alaska	No Bridge
	A16	546	Ravn Alaska	No Bridge
B Concourse	B1	2,265	Jet Blue / State Administered	A3-60 / 119-125R
	B3	2,140	Jet Blue/ State Administered	A3-64 / 131-125R
	B4	2,224	Air Canada / Jet Blue / State Administered	A2-65 / 99
	B5	2,049	United	A2-65 / 99
	B6	2,396	Delta	A3-60 / 119
	B7	2,428	American / Sun Country	A3-60 / 119
	B8	2,429	Delta	A3-60 / 119-125R
	B9	2,427	Condor / Icelandair / State Administered	A3-60 / 119
	B10	0	State Administered	A3-68 / 141-125R
C Concourse	C1	2,617	Alaska	A2-70 / 107-125L
	C2	2,126	Alaska	A3-58 / 110
	C3	1,700	Alaska	A3-58 / 110
	C4	2,633	Alaska	A2-63 / 95-125R
	C5	1,712	Alaska	A3-60 / 119-125R
	C6	2,582	Alaska	A3-58 / 110
	C7	2,148	Alaska	A3-58 / 110
	C8	2,813	Alaska	A3-64 / 131-125R
	C9	1,813	Alaska	A3-64 / 131-125R

Source: Airport Staff, 2024

Passengers arriving at the Airport travel from the arrival gate to the “Great Hall” area. They exit through a monitored corridor out into the meeter / greeter lobby, which offers benches for visitors waiting for arriving passengers. On either side of the exit corridor are landside concessions, serving visitors as they wait.

Passengers move down the central stairs / escalators or via the elevators on either side of the “Great Hall” to access baggage claim. Baggage claim consists of five sloped-plate claim devices: three on the north side of the “Great Hall” and two on the south / east side. Passengers then proceed to the passenger pick-up areas or down the stairs / escalator / elevators to the rental car facility, the parking garage, the train, one of the other public transit services at the Airport, or the regional airlines for connecting flights.

In addition to the passenger movement areas, the South Terminal has auxiliary areas to ensure the Airport’s operation. The basement level connects the “Great Hall” to the rental car facility, the parking garages, and the train, but it also houses mechanical space, concession storage, and Airport O&M space. Similarly, the ground and second levels have miscellaneous office and storage areas, as well as Airport O&M spaces. There is also an Armed Services Young Men’s Christian Association Military Lounge and visitor information booths.

The third level of the terminal accommodates the Airport administration offices and conference rooms over the C Concourse departure areas as well as miscellaneous office space, a conference room, and mechanical space over A and B concourses’ ticketing areas. Administrative areas are also located on the third level of the B Concourse ticketing area. TSA occupies a portion of this space, and the remaining space is vacant. The fourth level is primarily mechanical space, with a small area over C Concourse for additional administration space.

The South Terminal was constructed under the most current building codes. In fact, the renovation of A and B concourses in 2009 involved a significant seismic upgrade of the building to comply with the most recent regulations.

As previously stated, the South Terminal is in good condition. The exterior envelope includes a fully adhered, single-ply roof membrane. The roof membrane is in good condition. The building skin consists of a metal panel system, and aluminum framed doors and windows include double-pane glazing. Airport staff provides annual visual surveys and repairs any issues.

The mechanical and electrical systems are fully functional. According to the Airport staff, there is adequate generator power to provide for the building’s emergency demand.

The vertical circulation throughout the building—including stairs, elevators, and escalators—all appear to be functioning and in good condition. There are stair towers throughout the building to allow emergency evacuation of all floors to the ground level. Overall, there are no known life safety code issues; however, an exhaustive code analysis was not conducted.

2.7.3.2 Connector Corridor

The corridor connecting the North and South terminals was constructed in 2009. The corridor is a steel structure with a single-ply membrane roof. The exterior skin consists of masonry units on the airside and metal panel construction and double-pane, aluminum-framed glazing on the public side. The corridor is temperature controlled and has its own mechanical equipment. It was constructed under the most recent building codes and satisfies all accessibility requirements. Although the walking distance between the two terminals is great, the connector corridor offers passengers and staff a weather-protected route between the two buildings.

2.7.3.3 North Terminal

The North Terminal was constructed in 1982. Changes to the original building include a restroom addition in 1988, a baggage claim addition in 1993, alterations supporting relocations during the South Terminal renovations, renovation to provide a new Badge Office in 2001, and terminal door replacements in 2021. The most recent improvements were passenger lounge area renovations, bag handling system modifications, and flooring upgrades completed in 2022.

The approximately 290,000 square-foot building has an L-shaped footprint and was originally designed to accommodate international flight service at Anchorage. Flights traveling to Asia along the polar route once stopped in Anchorage to refuel and change crews. During that process passengers could exit the aircraft and use the concessions in the North Terminal. The North Terminal has 8 gates that can accommodate Group V aircraft (Boeing 747) though these gates are seldom used for passenger flights anymore. The North Terminal was primarily designed as an airside transfer facility with hold rooms and other facilities to service the in-transit population. Increased aircraft range capability and the opening of Russian airspace in 1989 eliminated the need for international flights to stop in Anchorage for refueling.

Cargo, in contrast, has increased at Anchorage. It is cost effective for cargo planes to maximize their cargo load and decrease the fuel load. Refueling at the Airport increases the amount of cargo the planes can carry. Arriving international cargo flights that change crews in the Airport use the North Terminal to process through U.S. Customs and Border Protection (CBP).

In addition to cargo technical stops, the North Terminal serves military and chartered flights. Modifications have been made to accommodate the security issues that occur when various

types of flights share the same terminal. For example, CBP and TSA procedures prevent international passengers from mixing with domestic passengers who haven't gone through the required security screening. A series of dividing walls separate the gate lounges in the North Terminal to keep the passengers segregated. The walls were constructed to allow the North Terminal to handle international arrivals, charter flights, military flights, and displaced domestic flights during the remodel of the A Concourse and B Concourse at the South Terminal. **Table 2-13** breaks down the square footage of the North Terminal by the various functions. **Figure 2-35** and **Figure 2-36** depict key plans for each level of the building.

Table 2-13
North Terminal Floor Space Allocation

Functional Area	Area (square feet)
Airline	29,200
Airport Operations / Administration	44,000
Baggage Claim	6,300
Baggage Handling (Inbound and Outbound)	17,100
Circulation	72,600
Concessions	7,900
Customs and Border Protection (CBP)	42,800
Holdrooms	8,000
MEP	18,600
Other (Vacant)	27,600
Restrooms	9,100
Security Screening Checkpoint	5,000
Total	288,200

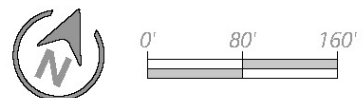
Source: MCG Explore Design, 2023; RS&H, 2023

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Figure 2-35
North Terminal – Basement and First Floors

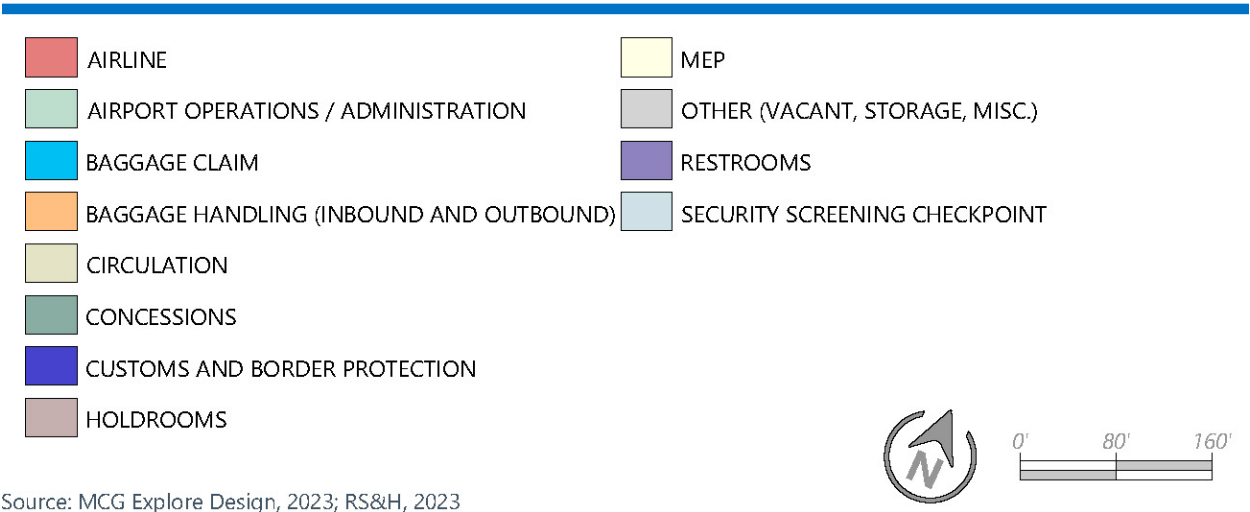
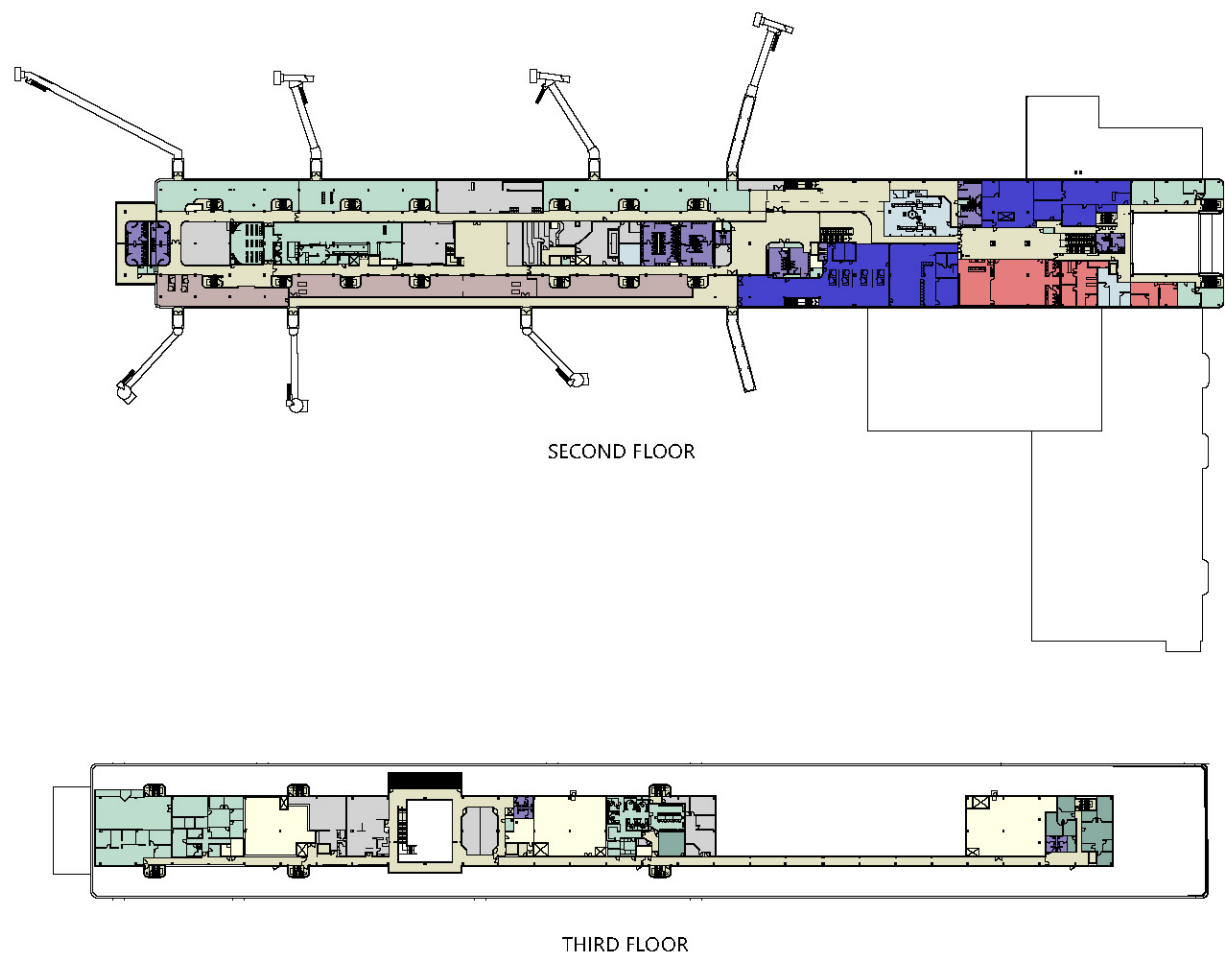


 AIRLINE	 MEP
 AIRPORT OPERATIONS / ADMINISTRATION	 OTHER (VACANT, STORAGE, MISC.)
 BAGGAGE CLAIM	 RESTROOMS
 BAGGAGE HANDLING (INBOUND AND OUTBOUND)	 SECURITY SCREENING CHECKPOINT
 CIRCULATION	
 CONCESSIONS	
 CUSTOMS AND BORDER PROTECTION	
 HOLDROOMS	



Source: MCG Explore Design, 2023; RS&H, 2023

Figure 2-36
North Terminal – Second and Third Floors



The North Terminal is configured with ticketing and baggage processing on the ground floor and passenger boarding on the second floor. Passengers and visitors enter through a series of vestibules spaced along the front curb. On the north side of the building is the main lobby, with ticketing and domestic baggage claim at the south end. Adjacent to these public spaces are restrooms, checked baggage screening areas, stairs / escalators / elevators leading up to passenger screening on the boarding level, the Airport badging and dispatch office, as well as various offices and spaces for Airport operations, and cargo airlines.

Behind the ticket counters are airline offices. No airlines currently operate counters at the North Terminal, leaving this space vacant. In addition to Airport offices, there are bag handling belts. The bag make-up area is located directly behind the airline offices where the other end to load the aircraft.

Bags that must be screened by TSA are hand-delivered to the CBIS area between the ticket counters and the central escalators. The CBIS consists of a single screening EDS machine as well as several positions for hand screening. The baggage then travels out to the take-away belts.

The queuing area for the passenger screening checkpoint is at the top of a bank of stairs and escalators. There are also airline and tenant offices accessible to the public on the second floor above the lobby. The current office occupants include the CBP, U.S. Fish and Wildlife Service (USFWS), the Center for Disease Control, and cargo airline offices.

The TSA passenger screening checkpoint consists of two screening lanes and includes the latest in TSA equipment deployments, including a Whole-Body Imaging machine. After processing through the checkpoint, passengers travel around the outer edge of the concourse. Departure lounges flank the north and south walls of the building, with concessions spaces, offices, and restrooms primarily in the center.

CBP is in the process of adding automated screening kiosks for frequent flyers. These kiosks are expected to expedite international passenger processing.

As previously mentioned, the modifications made to segregate the various passenger groups has resulted in long, narrow, gate lounge areas that feel restricted. The majority of the concession spaces are vacant because the low enplanement counts at the North Terminal result in insufficient passenger activity to warrant full-time concessions service.

The condition of the North Terminal is good considering the age of the building. Generally speaking, the finishes are dated, but in serviceable condition.

There were originally eight gates at the North Terminal. Gates N1 and N3 have boarding bridges, but they are not operational. The bridge at Gate N2 was removed because the segregation of the gates rendered the area too small to be used as a holdroom, and the newer bridge was relocated to another gate. Of the five remaining gates, three have jet bridges in good condition. **Table 2-14** delineates the gate and bridge information.

Table 2-14
North Terminal Gates

Gate	Bridge Model	Status
N1	Wallard WS 750T	Not in use
N2	-	Bridge removed
N3	Wallard WS 750T	Not in use
N4	AS-64 / 131-125R	
N5	Wallard WS 750T	
N6	AS-64 / 131-125R	
N7	Wallard WS 750T	Retrofitted with air conditioning, drive, lift, and extension
N8	ABEX ABT 147 / 100	

Source: Airport Staff, 2024

Arriving international flights disembark primarily from Gates N4 and N6. These gates exit into a long corridor leading passengers to the passport inspection area. Next to this space, there is a training room and offices to support CBP operations. After passport inspection, passengers travel down to the ground floor baggage claim area to retrieve their luggage.

The baggage claim area within the CBP space consists of a single belt that wraps around the south, west, and north walls. There were originally two tug tunnels for baggage claim: one on the north side of the building and one on the south. The north tug room has been divided into leasable space and is no longer used as a bag drop. In addition to the claim belt, there is a bag slide for oversized luggage.

Once passengers claim their luggage, they proceed to the CBP screening area. Flanking both sides of the inspection area are CBP offices, restrooms and locker rooms, conference areas, suspect holding rooms, and other CBP spaces. After clearing the CBP process, international passengers exit into the main lobby, just south of the main escalators / stairs.

Arriving domestic passengers exit the concourse via a corridor just south of the TSA passenger screening checkpoint. They exit through a set of double doors and into the checkpoint queue space. Afterwards, customers descend the escalators / stair / elevators into the main lobby. Passengers proceed to the baggage claim lobby, which is located south of the ticket counters. The domestic baggage claim device is a single belt that is served by two drop belts. It is a sloped metal plate, for optimal capacity, and is in serviceable condition. Tugs delivering domestic baggage can drop them at the belt inside the enclosed tug area, or at the second belt on the west exterior wall of the enclosed tug area. This second belt was added during the South Terminal renovations due to the increased loads of arriving domestic flights. **Table 2-15** shows the lengths, in linear feet, of the baggage belts in the North Terminal.

Table 2-15
North Terminal Baggage Belts

Baggage Belt	Length (linear feet)
Bag Make/up	190
Customs and Border Protection Bag Claim	220
Domestic Bag Claim	300

Source: RS&H, 2024

The remainder of the ground level consists of offices for airlines and ground service operators, mechanical rooms, concessions storage, vacant spaces, and the Airport badging and dispatch office. There is a vehicle pass-through roughly in the middle of this office area, to allow tugs and service vehicles quicker access to the other side of the concourse.

The ground floor also consists of vacant office space formerly occupied by Airport Administration prior to relocating to the South Terminal. Of the approximately 150,000 square-foot ground floor, approximately 20,000 square feet of leasable space is vacant.

The third floor of the building is approximately 40,000 square feet in size. The majority of the space is dedicated to the mechanical equipment serving the building, but there are also spaces that function as V.I.P. lounges, concession offices, and Airport operations offices. The smoking lounge is located on this floor, just to the east of the large atrium that opens up to the concourse below. Approximately 9,000 square feet of leasable space on the third floor of the building is currently vacant.

In 2011, Schneider Structural Engineers performed a Structural Condition Assessment for the North Terminal. Schneider followed a Tier 3 evaluation outlined by ASCE 31-03 Seismic Evaluation of Existing Structures, complying with the 2009 International Building Code. The

assessment revealed that the existing structure was separated by ten seismic joints. The 1982 building consists of steel moment-resisting frames, and the 1993 baggage claim addition consists of steel columns and beams with reinforced masonry shear walls. The results of the assessment were that the North Terminal does not satisfy the 2009 International Building Code requirements for a design seismic or snow load event.

Generally speaking, the North Terminal is in good condition for the age of the facility. The exterior envelope consists of a single-ply roof membrane that is both mechanically fastened and fully adhered to the substrate. It is in good condition, and Airport staff perform annual visual surveys to repair any issues. The building skin consists of a combination of masonry bearing walls, a metal panel system, and aluminum framed doors and windows with double pane glazing. The metal panels are showing their age and some wear at the joints, but overall appear to be in fair condition. Similarly, the doors and windows appear to be functioning. Some areas observed, specifically on the exterior of the glass storefront portion of the west end of the concourse, had window sealant falling out. Inside the building, there are signs of water leaking into the building and dripping down the sides of the window mullions.

The mechanical and electrical systems are fully functional. The three large mechanical rooms on the third floor provide heating and air conditioning throughout the building. The system has three distinct zones. The main boiler room is located on the ground level, approximately in the center of the concourse. It houses four boilers that feed a loop serving the building. The system is also supplied by two additional boilers on the third floor to assist with the hot water supply in the building. Over the years, the hot water line has become restricted; however, no successful solution to improve the system has been found. Emergency power is provided by two generators. According to Airport staff, the service is ample for the building's emergency demand. The vertical circulation through the building—including stairs, elevators, and escalators—all appear to be functioning and in good condition. However, Airport staff believe some of the older escalators will no longer restart if they are ever turned off. There are stair towers throughout the concourse to allow emergency evacuation of all floors onto the apron level.

The recent seismic evaluation documents some significant structural deficiencies with respect to current building codes. Otherwise, there did not appear to be significant life safety code issues overall; however, an exhaustive code analysis was not conducted.

As stated, the condition of the North Terminal is good; however, the major concern for the building is its marginal utilization. A large percentage of the building is currently unoccupied, and the departure lounges are so rarely used that they could be considered unoccupied as well. Considering the current volume of international service at the Airport, the North Terminal is too

large. However, the building does provide the only CBP facility at the Airport. Therefore, it is a critical function for Airport operations.

2.7.3.4 Airport Administration

Airport administration functions are located in the South Terminal building with the exception of Operations, which remains on the first and third floor of the North Terminal, and Field Maintenance, which has a separate facility. South Terminal administration offices occupy space on the third floor of C Concourse above the departure areas. Mechanical space is located on the third floor above A and B concourses ticketing areas and on the fourth floor above the C Concourse departure area. Airport Operations and Administration combined occupy a total area of 69,552 square feet of terminal space.

2.7.3.5 Off-Airport Access System

The Airport is part of a complex network of roadways providing vehicle access throughout the surrounding municipality and the Airport. Described below are the Airport roadways, their general characteristics, number of lanes, roadway type (classification, off-Airport / on-Airport, secure, etc.), and secured Airport access gate locations. This information is summarized in **Table 2-16**.

The primary Airport access road from the east and south is West International Airport Road. West International Airport Road is used to access the East Airpark, passenger terminals, Lake Hood Airport, and the North Airpark via Postmark Drive. Access from the north is provided via Northern Lights Boulevard, which is also used to access areas on the west side of the Airport such as Point Woronzof and the Asplund Wastewater Treatment Facility. From Northern Lights Boulevard, access is also provided via Lake Hood Drive and Postmark Drive to the North Airpark, Lake Hood Airport, and the passenger terminals. Access from the south is provided via Jewel Lake Road and Raspberry Road. These roads are used to access the Kulis Business Park and the rest of the South Airpark. Raspberry Road is also used to access Kincaid Park, which is located off the Airport property.

As part of the public outreach process, several residents raised concerns about commercial traffic congestion along Northern Lights Boulevard and Raspberry Road, particularly during employee shift changes. A desire was expressed to shift traffic away from Northern Lights Boulevard and onto International Airport Road to the extent possible. Both Northern Lights Boulevard and Raspberry Road are owned and managed by the Municipality of Anchorage (MOA). MOA partners with DOT&PF in a transportation planning process called the Anchorage Metro Area Transportation Solutions (AMATS). AMATS published an Official Streets and Highways Plan which assigns functional classifications to roadways within the MOA. This

classification scheme prohibits freight traffic on Northern Lights Boulevard west of Wisconsin Avenue unless it is for delivery or business in the area.

Table 2-16
On-Airport Roadways

On-Airport Roadway	Number of Lanes	Classification / Notes
Postmark Drive	2, one center turn lane	Connects International Airport Road and Northern Lights Boulevard; minor arterial; provides access to North Airpark, North Terminal, U.S. Post Office
Lockheed Ave, Rockwell Avenue, Hughes Avenue, North Tug Road / De Havilland Avenue	2	Provides access to North Airpark leaseholds
Lake Hood Drive	2	Connects Northern Lights Boulevard and Postmark Drive; provides access to snow storage facility and northern edge of Lake Hood Airport
South Aircraft Drive / Apron Road (secure) / South Tug Road (secure)	2	South Aircraft Drive begins at Aircraft Drive and continues south across Postmark Drive and International Airport Road. There is an access gate at the terminus of South Aircraft Drive northwest of the Runway 25R end. Beyond access gate E21, South Aircraft Drive turns into Apron Road (perimeter road), goes around the eastern end of the runways, and turns into South Tug Road, which accesses the Kulis Business Park, the South Airpark, and goes around the western end of the runways before terminating at the fuel farm.
Old International Airport Road	2	Provides access to East Aircraft via Jewel Lake Road; acts as a service road for airfield and aircraft related vehicles that operate in the AOA
West 50th Avenue	2	Provides access to East Airpark leaseholds from Old International Airport Road.

Source: RS&H, 2024

A potential replacement road called Logistics Drive, which runs parallel to Postmark Drive between Northern Lights Boulevard and De Havilland Avenue, was recommended in previous Airport planning efforts. Logistics Drive will allow for additional development in the North Airpark, which includes the FedEx and UPS leaseholds.

2.7.3.6 On-Airport Access and Circulation Roads

Heading west toward the Airport, International Airport Road becomes a one-way Airport loop road that is used to access the South Terminal, where the majority of commercial passenger flights operate. The Airport loop road begins where the Airport return road connects into the

loop road. The Airport return road creates a third lane on the left that turns into the entrance lanes for rental car return and public parking facilities. The Airport loop road expands into four lanes just after the rental car and parking entrance lanes as it curves toward the terminal curbside. Prior to reaching the terminal curb, an access road splits off from the loop road to the left and leads to the FAA ATCT, commercial vehicle hold lot, and the lower-level commercial vehicle curb. The four-lane loop road splits into the two-lane upper departure and two-lane lower arrival level roadways. The upper departure level roadway widens into four lanes, with the right-most lane used for vehicle unloading. The next lane to the left is used for maneuvering, and the remaining two lanes serve as bypass lanes. The lower arrival level roadway widens into three lanes, with the right-most lane used for vehicle loading. The center lane is used for maneuvering, and the leftmost lane is used as a bypass lane.

Adjacent to the lower arrival level roadway is a four-lane commercial vehicle curb. Separating the lower arrival level roadway and commercial vehicle curb is the ground transportation island used for commercial vehicle loading and unloading. Passengers waiting for ground transportation can wait either outside on the island curb or inside the enclosed passenger waiting areas on the island. The ground transportation island is connected to the Transportation Lobby on the arrival level.

At the end of the terminal curb, the roadways merge back into a three-lane roadway. The public parking and rental car exit lanes add a fourth lane on the left, which turns into the Airport return road. The remaining three lanes direct traffic eastward away from the Airport. After the International Airport Road and Postmark Road intersection, the three lanes are reduced to two lanes heading east.

Access to the North Terminal is provided via the two-lane Postmark Drive from International Airport Road. From Postmark Drive, heading north, the entrance to the North Terminal Airport loop road is on the left just prior to Taxiway V and Tom Wardleigh Drive. The Airport loop road widens to five lanes. Two of these lanes turn into the entrance for the public parking area. One lane turns into the commercial vehicle curbside roadway, and the remaining two lanes curve towards the single level terminal curbside roadway. At the terminal curbside, one additional lane is added for vehicle unloading and loading. At the end of the terminal curbside, the right-most lane goes to the terminal curbside at the South Terminal and the left-most two lanes merge back with the two commercial vehicle curb lanes and exit at Postmark Drive. No dedicated Airport return lane exists at the North Terminal.

Curbside dimensions, number of lanes, and the private and ground transportation vehicle allocations at the curbside are summarized in **Table 2-17**. Ground transportation vehicle curbside allocations are depicted in **Figure 2-37**.

The Airport shuttle is a free service that transports passengers, employees, and other Airport users between the South Terminal, Employee Parking Lot, and Rental Car facility every 15 minutes. The shuttle serves the North Terminal (southern end of the curbside) on demand. Shuttle service from the North Terminal can be requested via a dedicated telephone in the North Terminal.

Public transit bus service to the Airport is provided by People Mover Bus via Route 40 and Route 65. The People Mover bus drop-off / pickup location is at the southeast end of the commercial vehicle curb at the South Terminal.

A commercial vehicle staging area is also located at the South Terminal. The commercial vehicle hold lot consists of six lanes. The commercial vehicle hold lot is split almost evenly between charter buses and taxicabs. Charter buses in the commercial vehicle hold lot serve mainly the A and B Concourses.

Charter and tour buses drop off and pick up at various South Terminal locations, as presented in **Table 2-17**. At the North Terminal, drop-off and pick-up areas are located along the inner and outer curbsides.

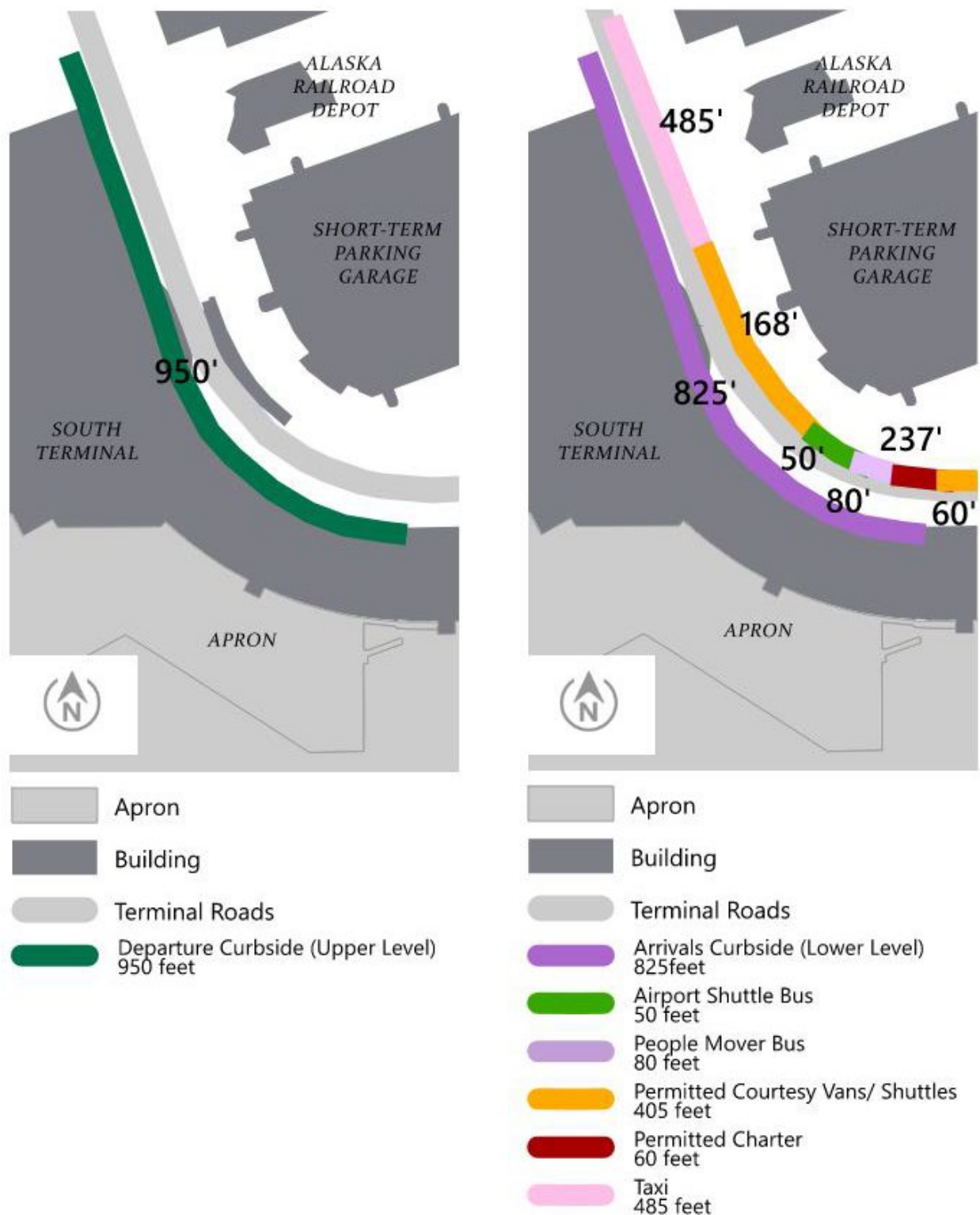
Table 2-17

Terminal Curbside and Charter Bus Staging Area Inventory

Concourse / Curb / Area	Number and Type of Lanes	Curbside Length/Stalls	Vehicle Usage
South Terminal Curbside			
Upper Departures Level	4 (1 drop-off, 1 maneuvering, 2 bypass)	950 feet	Private vehicle drop-offs, commercial vehicle drop-offs
Lower Arrivals Level	3 (1 pick-up, 1 maneuvering, 1 bypass)	825 feet	Private vehicle pick-ups
Commercial Vehicle Curb	4 (1 pick-up / drop-off, 1 maneuvering, 2 bypass)	1,080 feet	Airport shuttle (drop-offs and pick- ups, 50 feet) MOA People Mover bus (drop-offs and pick-ups, 80 feet) Permitted courtesy vans / shuttles, off- Airport shuttles, and limos (pick-ups only, 405 feet) Charter buses (drop- offs and pick- ups, 4 dedicated stalls, but only 1 along the curb, 60 feet) Taxicabs (pick-ups only, 9 dedicated stalls, 405 feet) Taxicab staging (80 feet)
North Terminal Curbside			
Inner Curb	2 (1 drop-off, 1 bypass)	400 feet	Private vehicle (drop-offs and pick- ups) Commercial vehicle (drop-offs only; includes 2 charter bus stalls)
Outer Curb	2 (1 drop-off, 1 bypass)	330 feet	Commercial vehicle (pick-ups only) includes 2 charter bus stalls)
Connector between North and South Terminal	2 (1 drop-off, pick-up, 1 bypass)	2 stalls	Charter bus stall
Commercial Vehicle Staging			
South Terminal Commercial Vehicle Hold Lot		≈70 stalls	Primarily taxicabs and airport shuttles
South Terminal Charter Bus Staging		9 stalls	Charter bus
North Terminal Charter Bus Staging		3 stalls	Charter bus

Source: RS&H, 2024

Figure 2-37
Passenger Terminal Curbside Allocation



2.7.3.7 Parking

Public parking facilities are available at the North and South terminals. At the South Terminal, short-term parking is available in the parking garage, and long-term parking is available in the surface lot. There are 30- and 90-day maximum stays at the South Terminal short-term garage and long-term lot, respectively. The South Terminal short-term garage construction improvements were undertaken in Summer of 2023 and 2024. The purpose of the project included repairing pavement, improving lighting, and restriping stalls. The stall restriping resulted in additional parking stall count compared to before construction.

At the North Terminal, short-term parking is available with a maximum stay of 10 days. In addition, a free cell phone lot is available at the North Terminal for drivers awaiting deplaned passengers. The cell phone lot is located in the area where DOT&PF employees also park. During the workday, 15 stalls are available. At night and on weekends, 30 stalls are available. The number of stalls in each public parking lot is summarized in **Table 2-18**. Public parking lot rates are summarized in **Table 2-19**. Employee parking stalls counts are summarized in **Table 2-20**.

Table 2-18
Public Parking Stalls

Public Parking Facilities	Stalls
South Terminal	
Short-Term Garage	1,235
Short-Term Oversize Vehicle	85
Long-Term	893
North Terminal	
Short-Term	210
Park, Ride, & Fly Parking Lot (Economy)	291
Cell Phone Lot	15

Source: ANC Airport Staff, 2023

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Table 2-19
Public Parking Rates

	South Terminal (Short-Term Garage)	South Terminal (Long-Term Lot)	North Terminal (Short-Term Lot)
First 30 minutes	No charge	No charge	No charge
31 minutes to 1 hour	\$3.00	\$2.00	\$3.00
1 to 2 hours	\$6.00	\$5.00	\$5.00
2 to 3 hours	\$10.00	\$9.00	\$8.00
3 to 4 hours	\$13.00	\$11.00	\$11.00
4 to 5 hours	\$14.00	-	-
4 to 24 hours	-	\$13.00	\$13.00
5 to 24 hours	\$16.00	-	-
Maximum per week	-	\$78.00	\$78.00
Maximum Stay	15 days	90 days	15 days

Source: ANC Airport Website, <https://dot.alaska.gov/anc/parking-transport.shtml>, 2024

Table 2-20
Employee parking stalls

Employee Parking Facilities	Stalls
South Terminal	
Employee	893
Airport Administrative Offices	20
North Terminal	
Employee	172
Auxiliary	75
FAA Tower	72
Parking Revenue Gate	11

Source: ANC Airport Staff, 2023

Note: FAA Tower stall count is for existing ATCT that will be demolished and replaced

2.7.3.8 Rental Car Facilities

The rental car facilities are located in a parking structure directly to the east of the South Terminal. With the exception of a few satellite parking surface lots, the entire rental car operation is located within the parking garage. The rental car facilities operate in a co-located parking garage in a semi consolidated rental car operation. The rental car counter areas are located on the first floor of the building directly across from the South Terminal. Each rental car company operates their ready return areas on a dedicated floor of the building. The top floor of

the parking structure is dedicated to storage and overflow for all of the rental car companies. The quick turn-around and fueling facility servicing the rentals cars are both located within the rental car structure as well. The parking structure also contains the rental car company offices.

Vehicle Rental Facilities

The consolidated rental car facility in the Passenger Terminal Complex is home to all of the on-Airport rental car customer service centers and quick-turn-around facilities. However, prior to its construction in 2007, rental car companies operated out of a number of locations around the Airport. Some of these companies still retain these facilities for use as car maintenance and storage facilities.

Avis Car Rental, Alamo Car Rental, and Budget Car Rental occupy three separate facilities in the East Airpark, all on lots leased by Alaska Sales and Service. In total, the three lots occupy 180,000 square feet where between 600 and 700 cars are maintained and stored for the three brands. For more information regarding the facilities in the East Airpark, refer to **Section 2.6.2**.

2.7.3.9 Alaska Railroad Depot

2.7.4 Air Cargo Facilities

This section includes information on the existing cargo parking positions, as well as a summary of the cargo carriers. This information is also delineated in **Table 2-21** and depicted **Figure 2-20**, **Figure 2-21**, **Figure 2-22**, and **Figure 2-23**. Air cargo tenants / subtenants are described by geographic area.

2.7.4.1 Cargo Parking Positions

Air cargo parking positions are summarized in **Table 2-21** and depicted in **Figure 2-38**.

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Airport Master Plan Update

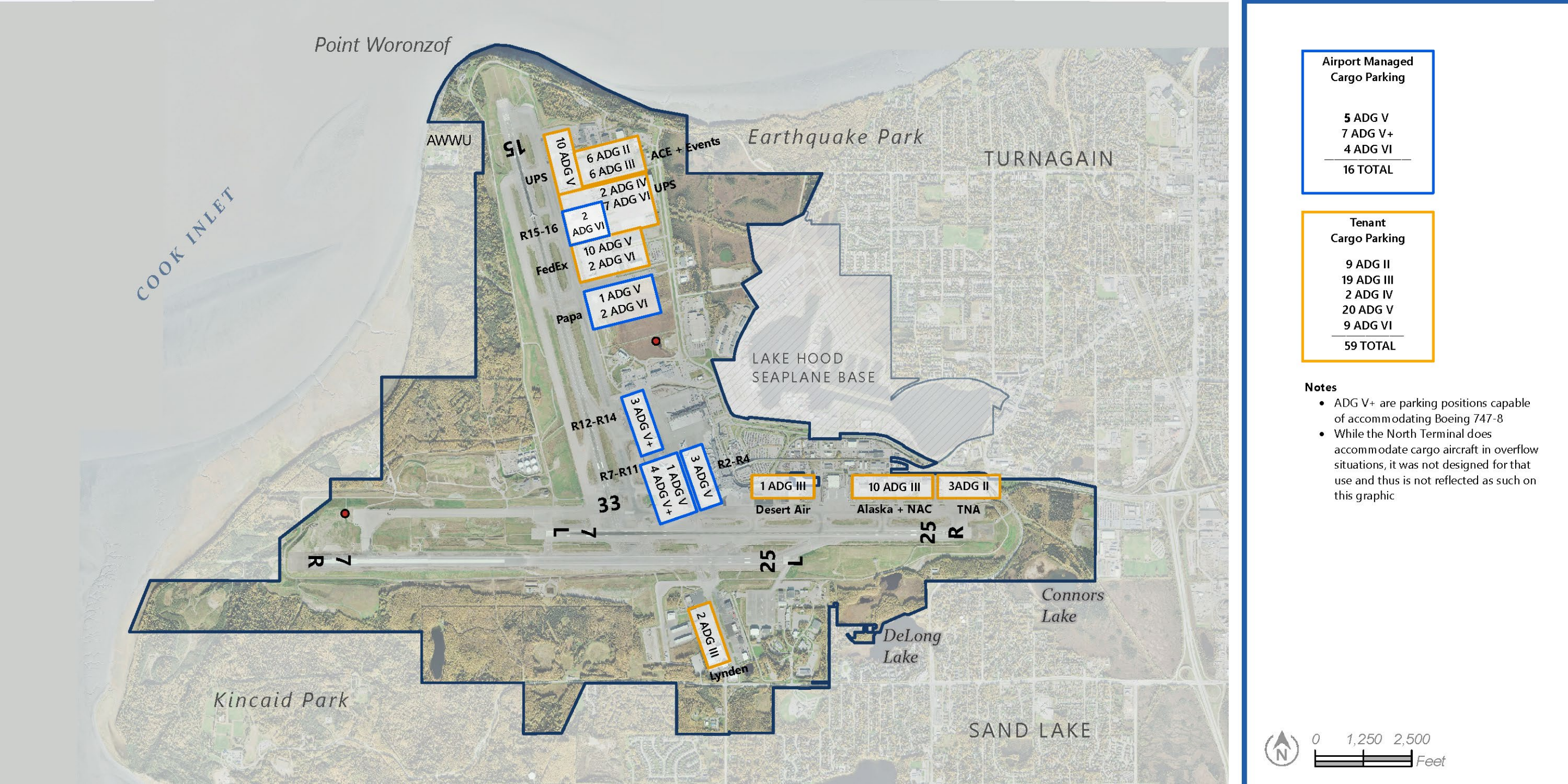
Table 2-21

Air Cargo Aircraft Parking Positions

Location	Parking Position / Tenant (total #)	Design Aircraft Accommodated
Terminal Apron	R2, R3, R4, R7 (4)	ADG-V
Terminal Apron	R8, R9, R10, R11 (4)	B747-8 specific
Terminal Apron	R12, R13, R14 (3)	B747-8 specific
Terminal Apron	R15, R16 (2)	ADG-VI
North Airpark	P1 (1)	ADG-V
North Airpark	P2, P3 (2)	ADG-VI
North Airpark	FedEx (10)	ADG-V
North Airpark	FedEx (2)	ADG-VI
North Airpark	UPS (2)	ADG-IV
North Airpark	UPS (7)	ADG-VI
North Airpark	UPS / Atlas / Polar (10)	ADG-V
North Airpark	Ace (6)	ADG-II
North Airpark	Everts (6)	ADG-III
East Airpark	Desert Air (1)	ADG-III
East Airpark	Alaska (7)	ADG-III
East Airpark	Northern Air Cargo (3)	ADG-III
East Airpark	TransNorthern Aviation (3)	ADG-II
South Airpark	Lynden (2)	ADG-III

Source: RS&H, 2023

Figure 2-38
Air Cargo Aircraft Parking Positions



Some tenants have expressed interest in expanding their operation, and their footprint, at the Airport. Of note, large facilities that have environmental entitlement and are slated for construction and use are:

- FedEx ANCA facility, North Airpark
- Alaska Cargo and Cold Storage, North Airpark
- NorthLink Aviation air cargo terminal, South Airpark

This topic, as well as the specific projects, is discussed in additional detail in **Chapter 4, Facility Requirements**.

2.7.4.2 Cargo Carriers

Listed below are some of the major Airport cargo carriers that currently provide cargo and mail services to approximately 49 destinations⁴². Some of the cargo carriers are briefly described below.

- Alaska Airlines Cargo (East Airpark)
- Alaska Central Express (ACE) Air Cargo (North Airpark)
- Atlas Air / Polar Air Cargo (North Airpark)
- Desert Air (East Airpark)
- Everts Air Cargo (North Airpark)
- FedEx (North Airpark)
- Kalitta Air (East Airpark)
- Lynden Air Cargo (South Airpark)
- Northern Air Cargo (East Airpark)
- Ravn Alaska (East Airpark)
- TransNorthern (East Airpark)
- UPS (North Airpark)

Alaska Airlines Cargo / Hangar (East Airpark - Buildings 282 & 283)

Alaska Airlines is a Seattle-based airline offering both passenger and cargo service to and from its ANC hub. In addition to their corporate offices, Alaska Airlines' cargo terminal is used for customer service, warehousing, sortation, aircraft storage, and vehicle parking. Apron space is the chief limiting factor with this site. The Alaska Airlines cargo aircraft fleet consists of three Boeing 737-700F freighters and one Boeing 737-800F freighter, as of June 2024.

⁴² Ted Stevens Anchorage International Airport website, <http://www.dot.state.ak.us/anc/>, 2014.

Alaska Central Express (ACE) Air Cargo (North Airpark – Building 108)

Alaska Central Express (ACE) Air Cargo is an intra-Alaska cargo carrier specializing in small package services. ACE Air Cargo's main operation hub is in Anchorage. Scheduled service is offered for destinations in south Alaska, and chartered passenger and cargo service is provided statewide. ACE Air Cargo also offers connecting service to the Lower 48 States. The airline owns and operates a small fleet of Beech 1900C, one of which is configured to transport both passengers and cargo. The ACE Air Cargo building provides space for administrative offices, warehouse, and a hangar. The site also includes an aircraft parking apron that is connected to the airfield via Taxiway S.

Atlas Air / Polar Air Cargo (North Airpark - Building 102)

Atlas Air and Polar Air Cargo lease building and apron space from UPS in the North Airpark. Atlas Air operates via a charter and long-term wet lease. A wet lease is when an airline provides the aircraft, crew, maintenance, and insurance (ACMI; also provide other applicable flight permits) to a lessee. Atlas Air is marketed as one of the largest airlines to offer ACMI services. The parent company of Atlas Air, Atlas Air Worldwide Holdings, is also the majority-owner of Polar Air Cargo. As a result, Atlas Air is contracted to operate some aircraft on behalf of Polar Air Cargo.

Polar Air Cargo is an international cargo airline that operates via charter and long-term ACMI lease. Atlas Air / Polar Air Cargo operates Boeing 747-8F, Boeing 747-400F, Boeing 777-200F, Boeing 767-300F, and 737-300/-400/-800 series aircraft.

DesertAir (East Airpark - Buildings 276 & 279)

DesertAir started operating in Alaska in 2001, providing year-round charter cargo services to rural Alaska and Part 135 on-demand service. DesertAir currently serves over 200 locations with direct non-stop all cargo service from the Airport. DesertAir has operations in four facilities within the East Airpark that provide charter cargo services within Alaska. The fleet is comprised of DC-3 aircraft.

Everts Air Cargo (North Airpark - Building 107)

Everts Air Cargo is an intra-Alaska cargo airline that has been serving Alaskans since 1996. The airline headquarters is in Fairbanks, but all scheduled flights originate in Anchorage. The airline primarily transports freight and mail, with the U.S. Postal Service (USPS) being the primary client. Everts Air Cargo is also contracted to fly supplies and workers to the North Slope for ConocoPhillips. Everts Air Cargo has six aircraft based at the Airport. The fleet consists of McDonnell Douglas MD-80, Pilatus PC-12, Cessna 208 Grand Caravan, McDonnell Douglas DC-6, and Curtis Wright C-46 aircraft.

The Everts facility includes an office, warehouse, adjoining aircraft parking apron, and a vehicle parking lot.

FedEx (North Airpark - Buildings 115, 116, 120, 121, 122, 123, 124 & 170)

FedEx Corporation is an American global courier delivery service (Integrated Carrier) company headquartered in Memphis, Tennessee. The company operates a major air cargo handling facility at the Airport. The Airport facility is also FedEx's primary courier delivery services processing center for the State of Alaska including the local Anchorage market area.

FedEx employs over 1,100 people (including 400 based pilots) at its Anchorage hub. The hub is the origin or destination for 28 flights on a typical day. The FedEx operations area consists of parking positions for 12 widebody aircraft, a taxilane that extends from Taxiway U on the south to Taxiway T on the north, and various ground service equipment storage areas all located adjacent to the main cargo processing buildings. Ten positions are capable of accommodating ADG-V aircraft and two positions are capable of accommodating ADG-VI aircraft.

The FedEx complex includes space for warehousing, equipment maintenance buildings, ground service equipment storage and maintenance, cargo processing and sortation, aircraft storage, office work, employee training, snow storage, and employee parking. FedEx also has a dedicated fire suppression water system.

Lynden Air Cargo (South Airpark - Buildings 313, 314, 353 & 373)

Lynden Air Cargo is a scheduled and charter air cargo airline that serves Alaska and the Pacific Northwest. Lynden Air Cargo is part of a larger family of transportation companies that provide shipping and logistics services. Lynden provides scheduled cargo service to Nome, Kotzebue, Bethel, and other airports with flag-stop service. Lynden operates under a TSA Full All-Cargo Aircraft Operator Standard Security Program and the Certified Cargo Screening Facilities (CCSF) plan that allows Lynden to accept freight from entities that are certified as a CCSF. Lynden currently operates one Lockheed L-382 Hercules aircraft out of the facility, generating over 800 cargo operations each year. Lynden Air Cargo uses its facilities for cargo storage (including cold storage), maintenance, aircraft storage, deicing, and snow removal.

Northern Air Cargo (East Airpark - Buildings 277, 284, 285, 286, 289, & 290)

Northern Air Cargo is an intrastate all-cargo airline that has been in business since 1956. The airline provides scheduled and on-demand service to communities throughout Alaska. Mid-July through mid-September is the peak freight volume period for Northern Air Cargo-almost doubling the volumes during these months-mostly due to transportation of construction commodities and seafood.

The fleet has ungauged to Boeing 737-300, Boeing 737-400, Boeing 737-800, and Boeing 767-300 series aircraft. This change has allowed Northern Air Cargo to transport a larger quantity of freight than the Douglas DC-6 aircraft operated historically.

Northern Air Cargo occupies multiple facilities in the East Airpark for cargo processing and sorting, maintenance, equipment storage, office, aircraft storage, and vehicular parking. Northern Air Cargo's sister company, Northern Air Maintenance Services, operates out of the South Airpark.

Ravn Alaska (East Airpark - Building 273)

Ravn Alaska is an intra-Alaska passenger and cargo airline that operates from the A Concourse in the South Terminal. Ravn's corporate facilities are located in the East Airpark. The Ravn Alaska fleet based in Anchorage consists of seven Bombardier Dash 8 Series-100 aircraft.

TransNorthern Aviation (East Airpark - Building 292)

TransNorthern Aviation is an on-demand passenger and cargo airline that operates at the Airport. TransNorthern's Anchorage-based fleet consists of four Super DC-3s (two in passenger configuration and two in cargo configuration), two Metroliner IIIs, and one Beechcraft 99. TransNorthern currently provides weekday FedEx and UPS freight delivery service to Kodiak, Kenai, and Homer.

UPS (North Airpark - Buildings 101, 102, 103, 108, 110, & 114)

UPS is an international, integrated cargo carrier. UPS has intercontinental hubbing operations at the Airport. Virtually all cargo is deplaned and re-enplaned at the Airport as transfer cargo. UPS operates a large Regional Hub on a 36.5-acre site east of Taxiway R, between Lockheed Ave and Taxiway T. Building 110 is used as a warehouse and customer service center. Building 114 includes space for customs clearance, operations, sorting, maintenance, warehouse storage, and a city station center. The UPS leasehold includes 11 widebody aircraft parking positions, two of which are preferentially leased from the Airport (R15 and R16). The nine dedicated UPS aircraft parking positions accommodate two ADG-IV aircraft and seven ADG-VI aircraft. The R15 and R16 positions accommodate ADG-VI aircraft.

Vehicle parking for UPS employees is located in a parking lot east of Building 110. A large parking lot is also located at the west terminus of Lockheed Ave.

UPS acquired buildings and apron space in 2019 that was previously operated by Alaska CargoPort. The new lease area includes Buildings 101, 102, and 103. UPS leases those buildings to subtenants, including Atlas Air and Polar Air Cargo. UPS does not currently (as of June 2024) occupy any space within those buildings. However, UPS does sometimes use the apron space

within its expanded leasehold north of Lockheed Avenue for its operation. Otherwise, that apron space is also currently (as of June 2024) subleased to Atlas Air and Polar Air Cargo.

The UPS north complex has 10 wide-body aircraft parking positions, each of which has its own hardstand and fueling hydrant pit. These positions accommodate Boeing 747-400 aircraft but operators sometimes park Boeing 747-8 aircraft on some positions which limit access to adjacent positions. The remaining apron area is used to store ground service equipment (GSE) and for cargo staging.

UPS and USPS entered an expanded partnership in April 2024 which will make UPS the primary air cargo provider for USPS. UPS will transport the majority of USPS air cargo in the United States under this agreement.

2.7.5 General Aviation Facilities

Listed below are some of the major Airport general aviation providers / facilities. Each general aviation provider is briefly described below. General aviation facilities at the Lake Hood Airport are excluded.

- Alaska Frontier Constructors (South Airpark)
- Anchorage Executive Airpark (South Airpark)
- Atlantic Aviation (South Airpark)
- Global Rides (South Airpark)
- Great Circle Flight Services (South Airpark)
- Guardian Flight (East Airpark)
- Iliamna Air Taxi (South Airpark)
- LifeMed (East Airpark, South Airpark)
- ROTAK Helicopters (South Airpark)
- Security Aviation (South Airpark)
- Signature Flight Support (South Airpark)
- State Administered General Aviation Facilities (North Airpark)

Alaska Frontier Constructors (South Airpark - Building 301)

Alaska Frontier Constructors is a construction firm. The company subleases a facility along South Aircraft Place (Building 301). The site is 4.9 acres and is leased by 6250 South Airpark, formerly Northern Holding, LLC. The building occupies a 29,137-square-foot footprint and provides AOA access. Their facility contains a hangar and office space. The building is in excellent condition. Alaska Frontier Constructors is the only tenant on the lot. The only aircraft that are stored within the facility are owned and operated by Alaska Frontier Constructors for their corporate

purposes. Alaska Frontier Constructors owns and operates a Jet A fuel tank and contracts out deicing and snow removal services.

Anchorage Executive Airpark (South Airpark - Buildings 302 & 303)

Anchorage Executive Airpark occupies one of the largest general aviation lots in the South Airpark with 10 conventional hangars, each varying in size but are approximately 80 feet by 80 feet. Each facility has a two-story section for office space on each end. An apron is located between the two hangars with access to Taxiway R. Vehicle parking is located adjacent to the building and is adequate for current use.

The Anchorage Executive Airpark hangars are individually owned, with the exception of Hangars 1 and 2, which are jointly owned by the Providence Medical Center and the Yukon-Kuskokwim Health Corporation. Providence Medical Center uses its hangars for LifeMed operations, which provide emergency medical flights out of the Airport to rural Alaska using three Lear 35s and one King Air 200. They conduct approximately 2,400 operations per year statewide, the majority of which originate in Anchorage. A total of 21 corporate aircraft are currently based within the Anchorage Executive Airpark.

In 2007, Anchorage Executive Airpark Association constructed a 20,000-gallon Jet A underground fuel farm to allow self-serve fueling by Association members. The fuel farm has an annual flowage of 500,000 gallons.

Atlantic Aviation (South Airpark - Buildings 334, 336, & 337)

Atlantic Aviation is a fixed base operator that provides general aviation services from several buildings in the South Airpark. Atlantic Aviation provides the following services: Jet A fuel, deicing, lavatory and oxygen services, aircraft storage, aircraft maintenance, a pilot's lounge, and flight planning to general aviation traffic. The facility includes two large buildings and several other support buildings. Building 334 is a cluster of fuel tanks and support facilities associated with Atlantic Aviation's fuel tank facility. They have the capability to fuel aircraft via truck or dispenser.

Global Rides (South Airpark - Building 324)

Global Rides provides general aviation services in the South Airpark. The facility includes a multi-story building providing office and aircraft storage with AOA access. Global Rides subleases to the following companies: RBG Bush, The Ride, Arctic Rides, Top Ride, McKinley Capital Management, and Pacific Diversified Investments. Global Rides hangars nine corporate aircraft and conducts an estimated 100 operations per year.

Great Circle Flight Services (South Airpark - Building 309)

Great Circle Flight Services is a full service, fixed-based operator providing fuel, ground handling, customs and immigration clearance, and a pilot's lounge for business aircraft. Great Circle staff have access to the adjacent apron through secured doors from their facilities to the apron, as well as secured gates onto the apron adjacent to their facility.

Guardian Flight (East Airpark - Buildings 277 & 291)

Guardian Flight provides air medevac services around the country. Guardian Flight transports medical, surgical, cardiac, trauma, pediatric, neonatal and pediatric Intensive Care Unit, and burn patients from rural facilities to tertiary care facilities. Guardian also provides non-urgent prearranged medical charters to or from any Alaskan community. The Guardian fleet includes the Beechcraft King Air C90B, the Pilatus PC-12, the Airbus H130 helicopter, the Airbus AS350B3e helicopter, Beechcraft King Air 200, Learjet 45, and Cessna Caravan 208.

Iliamna Air Taxi (South Airpark - Building 312)

Iliamna Air Taxi is an on-demand charter service that operates out of the East Airpark. Iliamna subleases a portion of the Signature Flight Support facility (Building 312).

Iliamna Air Taxi is based primarily in the small Alaskan community of Iliamna. Iliamna Air Taxi provides daily scheduled passenger service between Iliamna and Anchorage and charter passenger service statewide. The carrier has Pilatus PC-12 aircraft and Cessna 207 aircraft.

LifeMed (East Airpark - Buildings 246 & 302)

LifeMed provides air medevac services, providing patient services. The LifeMed fleet includes the Bell 407 helicopter, Beechcraft King Air 200, Cessna 208 Grand Caravan, Learjet 31, Learjet 35, and Learjet 45. LifeMed conducts flight crew training in the subleased offices. LifeMed also subleases space from Anchorage Executive Airpark (Building 302) in the South Airpark.

ROTAK Helicopters (South Airpark - Building 356)

Building 356 was constructed in 2019 to accommodate ROTAK Helicopters. ROTAK Helicopters is a general aviation helicopter operator. The company specializes in heavy lift and emergency services operations that require helicopters. This facility is their corporate headquarters.

Security Aviation (South Airpark - Building 309)

Security Aviation provides on-demand, air charter passenger services and ground handling services for transient aircraft. They operate year-round but are busiest in May through the end of October. They have contracts with the military and oil field companies. Security Aviation subleases space from Ross Anchorage, LLC and uses the facility as office space and aircraft storage for seven aircraft. The fleet includes the Learjet 45 and Cessna Conquest II. A total of 25 vehicle parking spaces are available for employees and customers.

Signature Flight Support (South Airpark - Buildings 312 & 360)

Signature Flight Support operates a full service, fixed-base operator in the South Airpark. The facility includes an executive terminal and hangar. Signature Flight Support sublessees include Iliamna Air Taxi.

Signature is a wholly owned subsidiary of BBA Aviation, a worldwide provider of flight support services. Signature Flight Support provides a range of general aviation services including aircraft basing, airframe and engine repair and maintenance, ground handling, and aircraft charters. Ground handling for regional commercial traffic is done in this facility. Signature's aircraft fuel vending and ground handling for domestic and international traffic is accomplished in the South Airpark.

State-Administered General Aviation Facilities

A general aviation parking area called "Charlie Parking" is located directly east of the Field Maintenance Facility, adjacent to Postmark Drive. The paved apron previously accommodated small propeller driven aircraft; however, parked aircraft have been relocated and Charlie Parking will be decommissioned as a general aviation parking area. Facilities on that site are planned for demolition to enable the construction of a new Air Traffic Control Facility on that site. Construction of the new Air Traffic Control Facility is anticipated to start in 2025 and to be completed by 2029.

2.7.6 Airport/Airline Support Facilities

The term "Airport / Airline Support" refers to land uses that directly support the operation of airlines, such as airline administrative offices, aircraft maintenance facilities, air cargo warehouses, and buildings that house aircraft ground handling equipment. It also includes land uses that support the operation of the Airport, such as passenger terminals, police and fire stations, bulk fuel storage facilities, and Airport maintenance facilities.

Listed below are some of the major non-state-administered Airport / airline support facilities. State Administered Airport / airline support facilities are described in **Section 2.7.7** through **Section 2.7.10**. Each support facility is briefly described below.

- Airline Support (North Airpark, East Airpark)
- Alaska Airlines Corporate Offices and Aircraft Maintenance Facility (East Airpark)
- Anchorage Fuel Service Corporation (West Airpark)
- ConocoPhillips / Shared Services Aviation (South Airpark)
- FLOAT Alaska Real Estate (East Airpark)
- Integrated Deicing Services (North Airpark)
- International Aviation Services, Inc. (North Airpark, East Airpark)

- LSG SkyChefs (East Airpark)
- Naniq Global Logistics (South Airpark)
- Northern Air Maintenance Services (NAMS)
- Pegasus Aviation Services (North Airpark, East Airpark)
- Ryan Air Inc (South Airpark)
- Swissport Ground Handling (East Airpark)
- Thompson and Associates (North Airpark)
- Troy Air (South Airpark)

Airline Support, Inc. (North Airpark - Building 174; East Airpark – Building 234)

Airline Support, Inc. provides airline ground support, in-flight catering, and crew transportation services at the Airport. Airline Support, Inc. is located east of Postmark Drive and north of Lake Hood Drive (Building 174) on a 4.82-acre site in a facility totaling approximately 16,170 square feet. The facility is equipped with approximately eight loading docks. With its location situated east of Postmark Drive, Airline Support, Inc. does not have AOA access.

Airline Support, Inc. (Building 234) is also located at the corner of West 50th Avenue and South Aircraft Drive and north of the railroad corridor on a 0.98-acre site. The building has a footprint totaling approximately 8,470 square feet. Airline Support, Inc. does not have AOA access from its East Airpark location.

Alaska Airlines Corporate Offices (East Airpark - Building 270)

The Alaska Airlines corporate office and employee parking is located at the far west end of the East Airpark just south of Old International Airport Road. The lot for Building 270 totals 2.84 acres and includes two buildings with a total footprint of 39,618 square feet. The other vehicular parking lots total 1.24 acres. Only Lots 8A, 9, and 14A provide direct AOA access.

Building 270 was constructed in the early 1980s. It contains the Alaska Airlines GSE maintenance facility (24,000 square feet) and administrative offices (16,000 square feet).

Alaska Airlines Maintenance and Engineering Hangar (East Airpark - Building 287)

Building 287 was constructed in 2018 by Alaska Airlines. It accommodates the Alaska Airlines aircraft maintenance operation. The facility can accommodate two Boeing 737 MAX 10 aircraft within the hangar and two Boeing 737 MAX 10 aircraft on the apron. The apron positions are most often used to accommodate remain overnight (RON) aircraft when the terminal gates are fully occupied. The hangar also accommodates Alaska Airlines regional operations administration staff, relocating that function from Building 270.

Anchorage Fueling and Service Company and Menzies Aviation (West Airpark – Building 400)

Anchorage Fueling and Service Corporation (AFSC) owns the fuel farm infrastructure and Menzies Aviation is contracted to operate the fuel farm on behalf of AFSC. AFSC is an airline fuel consortium and corporate entity with the goal of providing fuel at lower cost to consortium members. AFSC is comprised of 21 airlines that operate at the Airport. Consortium members include the following airlines:

- Air China
- Alaska Airlines
- American Airlines
- Asiana Airlines
- Atlas Air
- Cathay Pacific Cargo
- CargoLux Airlines
- China Airlines
- China Cargo Airlines
- Delta Air Lines
- Eva Air Cargo
- FedEx
- Kalitta Air
- Korean Air Cargo
- National Airlines
- Nippon Cargo Airlines
- Polar Air Cargo
- Singapore Airlines Cargo
- Suparna Airlines
- United Parcel Service
- Western Global Airlines

The AFSC consortium member airlines independently purchase Jet A fuel in bulk for their use. The Jet A fuel is either shipped by pipeline from Nikiski (located 70 miles southwest of Anchorage), by rail from Fairbanks, or by ocean tanker from Southeast Asia. This fuel is first delivered to the AFSC fuel storage facility at the Don Young Port of Alaska. The AFSC fuel storage facility at the Port of Alaska comprises nine storage tanks with a total capacity of approximately 21.0 million gallons (or 500,000 barrels) of Jet A fuel.

Jet A fuel is pumped from the Don Young Port of Alaska southwest to the Airport via a 12-inch underground fuel pipeline, called the Crosstown Pipeline. The fuel pipeline crosses the north side of the Airport towards Point Woronzof and alongside Runway 15-33 before terminating at the AFSC Airport Fuel Storage Facility in the West Airpark.

The AFSC Airport Fuel Storage Facility (Building 400) was constructed between 1995 and 2000, with the four most recent tanks added in 2012. The AFSC Airport Fuel Storage Facility has a capacity of 34.2 million gallons or 814,000 barrels of Jet A fuel. The smallest tank holds approximately 1.35 million gallons (or 32,000 barrels), and the largest tank holds approximately 4.40 million gallons (or 105,000 barrels). In addition to the main storage tanks at the Airport, there is a smaller “breakout” tank that is used to store fuel removed from aircraft and unavailable for in-to-plane fueling. AFSC tanker trucks are used to remove fuel from planes or deliver fuel to aircraft parked in locations not served by the hydrant system.

Most fuel is pumped from the AFSC Airport Fuel Storage Facility through underground pipes to approximately 186 hydrant fuel pits located around the Airport. The hydrant system extends to the majority of aircraft parking positions at the North Terminal and South Terminal, as well as various areas in the North Airpark, South Airpark, and East Airpark. Whenever Jet A fuel is transferred either at the Don Young Port of Alaska or the Airport, it must settle for at least 24 hours upon arrival before being introduced to the hydrant system.

Menzies Aviation representatives maintain a 12-14-day supply of Jet A fuel at the Airport at all times. Historically, into-plane fuel flowage ranges from 25,000-30,000 barrels (approximately 1.05 to 1.26 million gallons) of Jet A fuel on low activity days, which generally occurs on Mondays and Tuesdays. Into-plane fuel flowage can reach 50,000 barrels (approximately 2.1 million gallons) of Jet A fuel on days of higher activity, which generally occurs on Wednesdays, Thursdays, and Saturdays.

The AFSC fuel supply handles approximately 90% of all fueling at the Airport. The other 10% of fueling is provided by private fuel service companies that are not a part of the consortium, such as International Aviation Services, Atlantic Aviation, Signature Flight Support, and Great Circle Flight Services. For these fuel providers, fuel is delivered to aircraft primarily through mobile tank trucks. This includes Jet A and AvGas (100LL) as well as automotive fuels. AFSC only handles Jet A fuel and does not provide any AvGas (100LL) fuel to piston aircraft operators at the Airport. Non-member airlines may choose to purchase fuel from AFSC, but they pay a premium price reflecting that they are not consortium members and are not servicing the consortium’s debt.

The AFSC and Menzies Aviation buildings (two buildings identified as Building 153) in the North Airpark comprise a footprint area of approximately 15,820 square feet on a lot totaling 6.53

acres. This facility serves as the primary administrative offices and operating headquarters for AFSC and Menzies Aviation. Fueling pump trucks are stored, maintained, and staged at this location. The trucks are deployed to transfer fuel from the fuel pit hydrants to aircraft. There is also a small wash bay and a fuel load rack where mobile fuel trucks can be filled to deliver fuel to aircraft that are not parked near a fuel hydrant. The administration offices and operating headquarters have direct AOA access.

FLOAT Alaska Real Estate (East Airpark - Buildings 273 & 276)

FLOAT Alaska Real Estate subleases space to various cargo and airport / airline support companies. Space in Building 273 is subleased to Ravn Alaska and Northern Pacific Airways. Building 276 is subleased to DesertAir.

Integrated Deicing Services (IDS) (North Airpark – Building 101)

Integrated Deicing Services (IDS), which is a subsidiary of Inland Group of Companies, operates at more than 50 airports in four countries, providing deicing services for multiple tenants. IDS subleases space within the UPS north complex. Facilities include an equipment warehouse and administrative office.

International Aviation Services, Inc. (IAS) (North Airpark – Building 106; East Airpark – Building 243)

International Aviation Services, Inc. (IAS) is an aviation fueling company exclusively serving the Airport. The fuel handled by IAS is trucked from the Port of Alaska to one of two on-Airport storage facilities. One storage area is located in the North Airpark (Building 106) and the other is located in the East Airpark (Building 243).

In the North Airpark, the North Fuel Tank and Delivery Facility includes four 20,000-gallon jet fuel tanks and two 12,000-gallon AvGas tanks. IAS fuel trucks and loading equipment are also stored at this location. In addition to the fuel storage tanks, this site includes a loading rack where fuel trucks can be refilled. IAS owns and operates 22 fuel trucks varying in capacity from 1,000 to 3,000 gallons for AvGas or 3,000 to 10,000 gallons for Jet A fuel. IAS does not have direct AOA access from its North Airpark location. However, fuel trucks can easily access North Tug Road or Postmark Drive to travel to other parts of the Airport.

IAS is the second-largest fuel service provider at the Airport. IAS provides fueling services to most (if not all) airlines operating at the Airport that are not members of the AFSC consortium.

IAS serves both based and transient aircraft by taking delivery of, storing, and handling into-plane fueling needs. Unlike the AFSC, which only distributes Jet A aircraft fuel, IAS also distributes AvGas (100LL) and automotive fuels including gasoline and diesel. All fuel is trucked

from the Port of Alaska fuel storage facilities, which are owned by various Alaska petro-chemical companies such as Tesoro, Petro Star, Flint Hills Resources, and Global Fuel.

LSG Sky Chefs (East Airpark - Building 280)

LSG Sky Chefs is an airline caterer that occupies about 20,000 square feet in the northwest corner of Building 280, which they sublease from Delta. Building 280 is located at the southeast corner of the South Aircraft Drive and Old International Airport Road intersection on a lot that is 11.19 acres. The building, which has a footprint totaling 87,711 square feet, was constructed in the late 1960s. The eastern half of the building was added in the early 1970s. The facility is adequate for their current operation, and LSG Sky Chefs has no near-term plans to expand. Direct AOA access is provided.

Naniq Global Logistics (South Airpark – Buildings 361, 374, 375 & 376)

Naniq Global Logistics provides international and domestic freight forwarding, custom brokerage, and warehousing solutions from several locations around the country. Naniq Global Logistics opened their facility in the South Airpark at ANC as their corporate headquarters and to provide their global customer service center and custom house brokerage function.

Northern Air Maintenance Services (NAMS) & ConocoPhillips / Shared Services Aviation (South Airpark - Buildings 315, 316, & 323)

Northern Air Maintenance Services (NAMS) and ConocoPhillips / Shared Services Aviation both sublease space from Troy Air in Building 316. NAMS subleases 25,800 square feet of building and land. ConocoPhillips / Shared Services Aviation subleases 9,030 square feet of building and land. Building 316 is used today as a repair station that is licensed to and operated by NAMS as a Part 145 repair station and services mostly ConocoPhillips / Shared Services aircraft including De Havilland Q400 aircraft, the Prudhoe Bay / Deadhorse-stationed CASA-212 aircraft, and De Havilland DHC-6 Twin Otter aircraft. The facility includes hangar space to accommodate maintenance of one Boeing 737-700 aircraft at a time, and a second hangar that accommodates parts storage, offices, ground equipment and maintenance of smaller Prudhoe Bay / Deadhorse-based Shared Services aircraft. In 2010, ConocoPhillips / Shared Services Aviation constructed these two fabric shelter hangars (Building 315 and 323) on the apron at their South Airpark facility to reduce snow removal and aircraft deicing requirements. The third aircraft, such as a Boeing 737-700 aircraft, could be stored in the NAMS repair hangar. Building 316 also provides for administrative functions, including reservations for the ConocoPhillips / Shared Services Aviation operation. Direct AOA access to this facility is provided via Taxiway T.

ConocoPhillips / Shared Services Aviation, originally ARCO, began in 1982 as a small corporate aircraft group operating under 14 CFR Part 91. The initial purpose of the operation was to ferry rotation-shift oil field workers from satellite locations around the greater Prudhoe Bay area to the Prudhoe Bay Airport (now closed), Kuparuk Airport and the Prudhoe Bay / Deadhorse

Airport for transportation to Anchorage and Fairbanks. These flights were typically completed via company-owned Boeing 727-100 series aircraft with gravel kits installed to allow operation on the gravel Prudhoe Bay and Kuparuk runways. The operation was merged with BP during the early 1990s and now ConocoPhillips and BP jointly control the aircraft. ConocoPhillips / Shared Services Aviation is the designated operator of the aircraft. In approximately 1998, the Prudhoe Bay Airport was closed, and all Prudhoe Bay flights were then routed to the Prudhoe Bay / Deadhorse Airport. By this time the aircraft had been changed to Boeing 737-200's, and the ARCO oil assets in Alaska had been sold to Phillips Oil Company. These aircraft were serviced through a contract with Alaska Airlines, who also provided supplemental and "loaner" aircraft for use during peak periods and while Shared Services Aviation aircraft were being serviced.

Over the years, the Shared Services Aviation operation has changed agents and is now serviced by NAMS. The service initially included using NAMS backup aircraft and a leased terminal at the Prudhoe Bay / Deadhorse Airport. NAMS has since sold their aircraft. As previously mentioned, ConocoPhillips / Shared Services Aviation has also changed their core aircraft fleet to include De Havilland Q400 aircraft, CASA-212 aircraft, and De Havilland DHC-6 Twin Otter aircraft. All passenger flights for ConocoPhillips / Shared Services Aviation depart and arrive from Gate L1 in the South Terminal.

Pegasus Aviation Services (North Airpark - Building 169; East Airpark - Buildings 226 & 266)

Pegasus Aviation Services provides a majority of the contract aircraft maintenance services at the Airport and a broad range of other services, including deicing, ground handling, flight operations, passenger operations and ticketing, and cargo handling. Their leasehold in the North Airpark (Building 169), located at the intersection of Postmark Drive and Taxiway V, is approximately 2.37 acres with a building footprint of approximately 6,030 square feet. Pegasus Aviation Services uses this location as a GSE maintenance and storage facility. The facility does not have direct AOA access.

In addition to Building 169, Pegasus Aviation Services also occupies about 3,000 square feet of space in the basement of the North Terminal as an operations office as well as facilities in the East Airpark (Building 226 and 266).

Ryan Air Inc (South Airpark – Buildings 338, 339, & 340)

Ryan Air Inc is an intra-Alaska passenger and cargo airline that specializes in serving small communities throughout Alaska. The airline's passenger fleet includes 5-seat Cessna 207 and 9-seat Pilatus PC-12 aircraft while the cargo fleet includes Cessna 208, CASA 212-200, and Saab 340 aircraft. These facilities are the airline's corporate headquarters.

Swissport Ground Handling (East Airpark - Building 241)

Swissport Ground Handling (Swissport) facilities are located along the railroad corridor in the East Airpark between West 50th Avenue and Old International Airport Road. The three lots total 3.16 acres and comprise a total building footprint of 31,487 square feet.

Swissport's GSE facility is located on the north side of the railroad embankment, at the southeast corner of South Aircraft Drive and West 50th Avenue (Building 241). The GSE facility is situated on a lot totaling 1.19 acres. The 13,683-square-foot GSE warehouse building located on this lot was initially constructed in 1973 and was expanded in 1990. Swissport also stores deicing fluid in two 10,000-gallon (Type 4 fluid) and one 5,000-gallon (Type 1 fluid) tanks at this facility.

Swissport reports occasional difficulty getting its deicing vehicles from this building to the AOA via South Aircraft Drive due to the restricted clearance (16'-7") of the railroad overpass. The only alternate route is nearly one mile long and involves driving east on West 50th Avenue to the Old International Airport Road intersection and then west to South Aircraft Drive. The lot does not have direct AOA access.

Thompson and Associates Deicing (North Airpark - Buildings 172 & 173)

Thompson and Associates Deicing is a snow removal company occupying two lots in the North Airpark. Thompson and Associates Deicing currently have contracts in place to remove snow from the UPS and FedEx aircraft parking aprons. They also have snow melting equipment available and are pioneering glycol recovery efforts during the snow removal process. Thompson and Associates does not have direct AOA access from its North Airpark facility.

Troy Air (South Airpark - Buildings 315, 316, & 323)

Troy Air subleases for a variety of airport / airline support and other uses. The building and land area leased by Troy Air is located at 6601 South Airpark Place and is a 7.46-acre site. Building 316 has a building footprint of 60,393 square feet and a building size of approximately 100,000 square feet. The Troy Air facility was constructed in 1982. Troy Air's facility has a 40,000-gallon underground water storage tank for its firefighting sprinkler system. There is a diesel fuel tank on the premises that fuels the sprinkler system pump engine. Subtenants include Northern Air Cargo / NAMS and ConocoPhillips.

2.7.7 Airport Field Maintenance Facility

The Airport Field Maintenance Department (Buildings 165, 167, and 177-187) is charged with the maintenance of Airport-owned and managed or common-use airside and landside facilities at the Airport and Lake Hood Airport. The Airport field maintenance facilities and equipment, as well as Field Maintenance Department operations such as snow removal and deicing operations, are described below.

2.7.7.1 Airport Field Maintenance Facilities

Field maintenance facilities occupy two general sites located in proximity to the U.S Post Office off Postmark Drive in the North Airpark. The first site is located west of Aircraft Drive and north of Tom Wardleigh Drive (Buildings 177–187). The second site is located west of Postmark Drive (Buildings 165 and 167). The buildings are depicted in **Figure 2-20** and listed in **Table 2-22**.

Buildings 177–187 are located on the first site located east of Postmark Drive on land totaling approximately 17.65 acres. Building space for the five main buildings comprises a footprint of 96,185 square feet. The buildings are currently used to store back-up vehicles and other Airport maintenance equipment. The first site currently does not have immediate AOA access to the airfield. However, the site is in close proximity to the Lake Hood Airport and a short distance from the AOA.

The second site, located west of Postmark Drive and north of Taxiway V, totals approximately 12.50 acres with building space from two buildings (Buildings 165 and 167) comprising a footprint of approximately 139,690 square feet. The larger building is the primary facility (Building 167). The facility is approximately seven years old and houses administration, equipment maintenance, and storage for vehicles that serve a primary immediate response function. Building 167 was constructed to store modern equipment that is larger in size than the old equipment. It also includes a warm storage area that houses the minimum equipment and vehicles needed for immediate access to the airfield. Additional equipment remains stored at storage facilities east of Postmark Drive.

A second building (Building 165), located on the second site, is the Quick-Turnaround Facility (QTF). This is where the primary snow and ice removal equipment is stored. The advantage of this facility is its centralized location on the airfield, which helps maintenance personnel achieve their goal of clearing snow and ice from the airfield in approximately 20 minutes. The QTF is also used to store most of the Airport's sand and deicing equipment and chemicals. A new liquid deicer storage tank was constructed in summer 2012, bringing the total number of liquid deicer storage tanks to three. This is sufficient to meet the requirements of the Airport for one average year. A vehicle fueling station, located adjacent to the QTF, provides fuel services to the Airport field maintenance vehicle fleet. Building 165 has adequate AOA access.

The third site is located in the South Airpark. Because of space constraints present in the first site, back-up Airport maintenance equipment is stored in the Fire Station No. 2 building and vacant hangars within the Kulis Business Park.

A summary of all Airport field maintenance facilities is included in **Table 2-22**. In total, the Field Maintenance Department has about 385 pieces of equipment, of which about 175 are large, drivable vehicles.

Facilities for Airport maintenance equipment storage is currently at capacity. Additional storage is needed to accommodate future growth. Despite plans to replace the roofs on the old maintenance buildings in 2013, the old field maintenance buildings (Buildings 177–187) east of Postmark Drive are obsolete and undersized to fit equipment. In the future, these facilities may need to be improved to accommodate warm storage needs.

Additional warm storage is also needed to store snow removal and deicing materials. After facing a shortage of deicing materials in the 2011- 2012 winter months, the Field Maintenance Department ordered extra sand for the following winter. However, this sand was stored outside. Warm storage or climate-controlled storage areas are preferable to prevent the sand from freezing and the need to chip it apart prior to use. Currently, some of the snow removal and deicing materials are stored in a building located in the West Airpark, south of the fuel farm.

Table 2-22
Airport Airfield Maintenance Facilities in Square Feet

Building	Administration & Shop	Vehicle Storage	Deicing Material Storage	Other Storage
Airfield Maintenance Facility	72,500	42,300	-	-
Quick Turnaround Facility	-	-	23,900	-
4055 Aircraft Drive	-	16,200	6,500	-
4166 Aircraft Drive	-	14,300	-	-
4100 Aircraft Drive	2,700	7,300	-	5,600
Old Fire Station 2	-	6,200	-	-
Total	75,200	86,400	30,300	5,600

Source: RS&H, 2024

2.7.7.2 *Airport Field Maintenance Operations*

Field Maintenance Department personnel provide and maintain safe aircraft movement surfaces, public roads, walkways, and other Airport infrastructure. This includes clearing snow and ice from common use airside and landside facilities. The Field Maintenance Department comprises approximately 110 personnel organized in three distinct sections: Field Maintenance, Equipment Maintenance, and Airfield Electricians.

The Field Maintenance section is responsible for daily airfield inspections, pavement maintenance, snow removal, drainage management, vegetation control, obstruction mitigation, and other required Airport maintenance. In addition, the section performs hazard mitigation and

general maintenance for the Lake Hood Airport, including aquatic weed harvesting, slip maintenance, and dredging. The Equipment Maintenance section services Airport-owned vehicles and equipment. In total, Equipment Maintenance maintains about 385 pieces of equipment, of which about 175 are large, drivable vehicles. These vehicles include snow removal equipment, heavy equipment, firefighting trucks, and light duty vehicles.

The Airfield Electricians section constructs, repairs, and replaces signs, lights, wind indicators, and other complex electrical systems on the airfield and in public use areas.

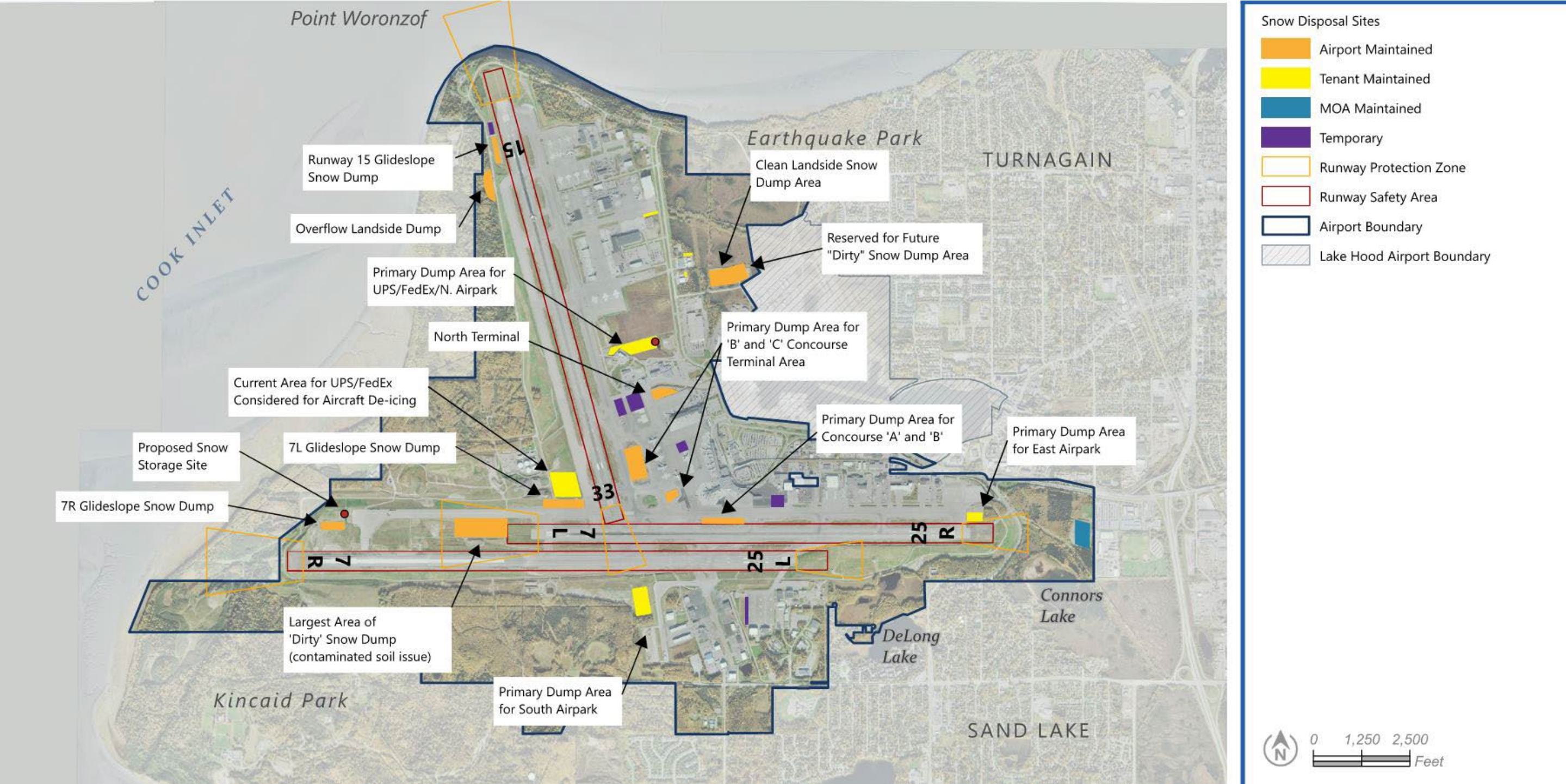
2.7.7.3 Snow Removal Operations

Snow removal is a major activity at the Airport. The Field Maintenance Department has designated multiple snow storage areas and snow disposal sites and follows an Annual Snow Removal Plan to guide them in the temporary placement and ultimate storage of snow removed from pavements. The general rule of thumb for snow disposal is that snow removed from airfield surfaces within the AOA fence is moved to disposal sites within the AOA fence line. A similar rule applies for snow that is cleared outside the AOA fence line—snow cleared from areas outside the fence is taken to disposal areas outside the AOA fence.

Snow Disposal Sites

Once snow is removed, it is moved by truck to various disposal sites, as depicted in **Figure 2-39**. The various snow disposal sites are classified as either containing "dirty" or "clean" snow. Dirty snow is generally defined as snow that may contain pavement and / or aircraft deicing chemicals and usually includes snow from within the AOA. Clean snow is defined as snow that is free of deicing chemicals and may be disposed at designated clean snow disposal sites.

Figure 2-39
Snow Dump Locations



Source: RS&H and HDR, 2014.
Note: MOA = Municipality of Anchorage.

2.7.7.4 Deicing Operations

The annual airfield and aircraft deicing activities at the Airport are a significant operation requiring a substantial logistical plan and large commitment of money by the Airport and tenants. The amount of aircraft deicing fluid used at the Airport is described in **Table 2-23**. Deicing operations can occur at any time of the year but are generally conducted between October and April by various Airport staff, operators, and users.

Table 2-23
Aircraft Deicing Fluid Used at ANC

Winter Season	Glycol (Gallons)
2023-2022	1,075,000
2022-2021	950,000
2021-2020	800,000
2020-2019	785,000
2019-2018	695,000
2018-2017	590,000
2017-2016	820,000
2016-2015	440,000

Source: ANC 2022-2023 End of Season Report

All parties involved must comply with numerous national, state, and local regulations in order to properly apply, recover, and monitor deicing fluids and stormwater runoff. The U.S. Environmental Protection Agency's (USEPA) issued a National Pollution Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP) to the Airport in 2015 authorizing stormwater discharge. Subsequently, the Alaska Department of Environmental Conservation (ADEC) took primacy of the USEPA's NPDES permit program, now called the Alaska Pollutant Discharge Elimination System (APDES). ADEC issued an APDES General Permit to ANC in 2019.

The USEPA Water Quality regulations governing deicing activities have changed recently, mainly eliminating the ability to use urea as a pavement deicer. These new regulations may require the Airport to make various operational and facility changes as part of the master plan recommendations.

As of 2019, Lake Hood and Lake Spenard meet or exceed the Water Quality Standards established by ADEC.

2.7.8 Airport Fire and Police Facility

2.7.8.1 Facilities

The Airport Police and Fire Department is located on a 12.00-acre site at the western end of De Havilland Avenue north of Taxiway V. The ANC Safety Building (Building 151), referred to as Station No. 1, was constructed in 1991. The building footprint totals approximately 19,330 square feet and with a second floor, totals 28,840 square feet. There is an additional 33,700 square feet available for landside parking. The facility is equipped with offices, classrooms, evidence storage rooms, interrogation rooms, and an ammunition storage room. The vehicle bay is capable of storing three large “Striker” vehicles and a rapid Intervention Vehicle, with limited space remaining for police patrol vehicles.

Equipment and personnel from two vacated facilities were consolidated in the existing facility when it was built in 1991. The Police and Fire Department facility is currently space constrained as personnel for effectively two departments operate within a single facility. To offset space constraints, firefighting chemicals and vehicles are stored in other areas around the Airport, such as the old Field Maintenance Facility east of Postmark Drive.

The Police and Fire Department also uses Fire Station No. 2 (Building 335) for storage of out-of-service ARFF vehicles. The facility is located inside the fence adjacent to Carl Brady Drive in the South Airpark.

Two closed training facilities for the Police and Fire Department are also located in the South Airpark, west of Taxiway R. This includes an ARFF training facility and a firearms training facility. Both facilities will be demolished in the near future to enable the west extension of Taxiway Z.

Finally, the Airport has an Emergency Services Dispatch, or Airport Communications Center, to coordinate emergency responses at the Airport which is currently located with the North Terminal. However, ANC officials are considering relocating the Emergency Services Dispatch function to the Airport Safety Building in the near future.

2.7.8.2 Operations

The Police and Fire Department is unique because services are jointly operated within one department. Each service has a different mission but relies on shared resources. The Police and Fire Department consists of 60 officers and four K-9 units. Typically, there are 10 operational personnel on a shift at any time, with three dedicated firefighters. All of the officers in the department are dual certified to enable them to alternate between police and firefighting roles.

In its police role at the Airport, the Police and Fire Department is a self-contained, fully functional, independent law enforcement agency that completes its own cases, investigations, and arrests. It has the authority to remand to jail and follows up in court.

In its firefighting role at the Airport, the Police and Fire Department is required by the Airport's FAA FAR Part 139 Class I operating certificate to provide Index E requirements. This requires achieving a three-minute response time to the midpoint of the farthest runway, and the capability to respond to an incident with a minimum of three vehicles having a combined water / dry chemical agent capacity of 6,000 gallons. To meet these requirements the department typically responds to an alert with two Oshkosh 4500 "Striker" vehicles and one Rapid Intervention Vehicle. To satisfy the response times, the department stores these vehicles in Station No. 1 as well as Station No. 2 in the South Airpark. As part of the ARFF requirements under Part 139, the FAA also requires the ability to respond with ARFF support to a downed aircraft in the Knik Arm Inlet. To satisfy this requirement, the department contracts with a private agency (Cook Inlet Tug and Barge) and has other mutual aid agreements.

In addition to providing service for the Airport, the Police and Fire Department responds to all calls for police, fire, and medical intervention for the Lake Hood Airport, as well as providing mutual aid to surrounding agencies upon request. The department has two small aluminum hull boats, shared with the Airport Field Maintenance Department, to perform water rescues on Lake Hood. For winter rescue, the Police and Fire Department maintains two snow machines equipped with patient / equipment sleds. A summary of Police and Fire equipment is summarized in **Table 2-24**.

Table 2-24

Airport Fire and Police Department Facilities and Equipment

Building	Location	Square Feet	Parking Area	Equipment Capacity
Fire Station No. 1	North Airpark - Building 151	28,840	33,700	3 Oshkosh 4500 Vehicles, 1 RIV
Fire Station No. 2	South Airpark - Building 335	8,500	-	
Closed ARFF Training Facility / Firearms Training Range	South Airpark - Building 391	-	-	-

Make	Vehicle / Equipment Description	Water/Foam (gal.)	Dry Chemical (lbs.)
Ford	Rapid Intervention Vehicle (RIV 51)	300 / 120	500
Ford	Rapid Intervention Vehicle (RIV 52)	300 / 120	500
Ford	ARFF Stair Truck	-	-
Oshkosh	Engine 54 Oshkosh 4500	4500 / 630	500
Oshkosh	Engine 55 Oshkosh 4500	4500 / 630	500
Oshkosh	Engine 56 Oshkosh 4500	4500 / 630	500
Oshkosh	Engine 57 Oshkosh 4500	4500 / 630	500
Oshkosh	Engine 58 Oshkosh 4500	4500 / 630	500
Oshkosh	Engine 59 Oshkosh 4500	4500 / 630	500

Specialized Rescue Equipment	Purpose
Snowmachine Skidoo Tundra LT	Snow / Ice Rescue
Snowmachine Skidoo Tundra LT	Snow / Ice Rescue
Roughneck Boat, Rescue 2	Water Rescue
Trailer, Boat	Water Rescue
Trailer, Black Utility, Safety	General Emergency Response
Trailer Emergency Response	General Emergency Response

Fire Station No. 2 (South Airpark - Building 335)

Fire Station No. 2 is located inside the fence adjacent to Carl Brady Drive in the South Airpark within the Kulis Business Park. This building is approximately 8,500 square feet and currently stores two 1500 E-One vehicles. Fire Station No. 2 is being converted for Airport ARFF use as Station No. 2 by the Airport Police and Fire Department. In the future, up to two 1,500-gallon trucks and one firefighter may be stationed in the facility. This will provide faster ARFF response to the southern part of the airfield. In addition, police officers may operate out of the station for

more rapid access to South Airpark tenants. AOA access is gained through secured public access doors at the end of Mallone Street. Access is currently adequate for current and future needs.

Closed Airport Police and Fire Department – ARFF Training Facility and Firearms Training Facility (Building 391)

The closed ARFF training facility is located directly south of the Runway 7L threshold and west of Taxiway R in the South Airpark. The closed firearms training facility is located adjacent to the ARFF training facility. These facilities will be demolished in the near future to enable the west extension of Taxiway Z.

Airport Police and ARFF personnel currently use off-Airport facilities to train and maintain proficiency.

2.7.9 Other State-Administered Facilities

DOT&PF Airport Construction facilities are located adjacent to International Airport Road and north of West 50th Avenue. The facilities are maintained in a space totaling approximately 1.37 acres and in two buildings with a footprint of 5,118 square feet. The buildings are used by Airport staff for the management of Airport construction projects.

Electrical Vault (West Airpark - Building 402)

Located just south of the AFSC Fuel Storage Facility is an electrical vault that is owned and maintained by the DOT&PF.

Former ARFF Station No. 2 (West Airpark - Building 403)

The former ARFF Station No. 2 (Building 403) is located south of the fuel farm. This facility was vacated in 1991 when the existing Police and Fire Department station was constructed. The facility is currently being used for warm storage of equipment and deicing materials in addition to storage areas within the QTF (Buildings 165 and 167). The building is also used to store excess firefighting chemicals and Police and Fire Department vehicles.

DOT&PF Materials Lab (East Airpark – Building 222)

The DOT&PF materials testing laboratory is located in the northern part of the East Airpark near the intersection of International Airport Road and South Aircraft Drive. The facility is used for testing in support of the agency's effort to provide technical expertise in materials and engineering services. Direct AOA access is not provided from the lot.

2.7.10 FAA Facilities

The FAA owns land in the Airport vicinity, as well as leases land from DOT&PF. Described in this section are those FAA owned / leased areas with buildings where FAA employees work on a day-to-day basis. FAA equipment / infrastructure on the airfield are not described in this section.

Air Traffic Control Facility (Terminal Area - Building 504)

The existing FAA Air Traffic Control Facility is located north of West International Airport Road nearly equidistant between the north and south passenger terminals. Constructed and placed into operation in 1977, the FAA Air Traffic Control Facility consist of an Airport Traffic Control Tower (ATCT) containing air traffic equipment and FAA offices, and a 12,000 square-foot base building accommodating additional offices. The facility grounds are surrounded by a security fence, with gates at the main and employee entrances. The vehicle parking area has approximately 34,000 square feet supporting 75 vehicle parking spaces.

The FAA plans to replace the existing ANC ATCT and TRACON by 2029. Construction of the new Air Traffic Control Facility is anticipated to start in 2025. The replacement facility is planned to be constructed atop the general aviation parking area called “Charlie Parking”. The new facility will comprise an approximately 300-foot-tall tower and a two-story 40,000 square-foot TRACON building. The land currently occupying the existing FAA Air Traffic Control Facility will be transferred back to the Airport for reuse to accommodate other facilities.

Federal Aviation Administration Flight Inspection Building and Hangar (East Airpark - Buildings 274 & 275)

The FAA owns land in the East Airpark near the intersection of Old International Airport Road and South Aircraft Drive. This land area comprises 3.86 acres and is not owned by the DOT&PF. This land area is also referred to as the FAA in-holding lot. Buildings 274 and 275 are, respectively, an approximately 15,000-square-foot office / storage building for FAA Flight Inspection operations, and an approximately 42,000-square-feet hangar. The hangar is between 35 and 40 years old and functions to store aircraft used by the FAA to test and calibrate its NAVAIDs. Direct access to the AOA is provided to the south. The combined lease lot area comprises 2.07 acres and a small building with a footprint of approximately 1,100 square feet.

The centrally located lot could have revenue generation potential for the Airport if it were not owned by the federal government. The function of the FAA facility does not appear to be dependent on this particular location on Airport property. FAA has explored the possibility of exchanging the current site for facilities within the Kulis Business Park, but to date has elected not to do so. FAA has also considered, but rejected, a proposal to alter the western boundary of their lot to provide access from Old International Airport Road. An access would not provide the

office building with a sufficient setback to avoid damage from vehicle traffic in the resulting access corridor.

Federal Aviation Administration (East Airpark – Building 226)

The FAA subleases space in Building 226 from William and Lorraine Brooks. The sublease is located in the East Airpark in a building footprint totaling 17,504 square feet on a lot totaling 1.90 acres. Direct AOA access is not provided.

2.7.11 Other Facilities

A number of facilities are present on the Airport property that are typically not used for aeronautical purposes (e.g., the USFWS building and MOA snow storage area) or for both on- and off-Airport needs (e.g., rental car storage facilities and utility rights-of-way and corridors). This section provides a brief summary of some of those facilities.

United States Postal Service (North Airpark - Buildings 175 & 176)

The U.S. Post Office (Buildings 175 and 176) is located on a 22.7-acre site in the North Airpark off of Postmark Drive, just south of Lake Hood Drive. The facility's primary role is to store mail and freight. The main building has a footprint totaling approximately 273,000 square feet. However, the facility is also used for public retail postal services on the south side of the building. This facility has no direct airside access, but a special use access road directly connects the facility to North Tug Road across Postmark Drive. This allows airside vehicles (e.g., GSE vehicles) to access the U.S. Post Office facility without traveling on public roads. The northern lot also has a building with a footprint totaling approximately 9,170 square feet. Direct AOA access is not provided.

Avis, Budget, Alamo / National, Hertz Vehicle Storage (East Airpark - Buildings 213, 214, 231, 232, & 250)

Avis, Alamo / National, and Budget vehicle storage facilities are located in a cluster of lots along West 50th Avenue in the East Airpark. A combined total of about 700 cars are maintained and stored long-term on these lots. Vehicle rentals, short-term vehicle storage, and vehicle returns occur in the consolidated car rental facility adjacent to the main passenger terminal.

Avis subleases two buildings (Buildings 213 and 214) on conjoined sites in the East Airpark from Alaska Rent-A-Car. The facility is located near the intersection of West 50th Avenue and South Aircraft Drive. Building 214 is the main building and is two stories tall. The building is used as office space and as a maintenance garage. The lot is used for vehicle storage and also has a car wash facility.

Budget subleases Building 231 from Copper River Rentals, LLC which is located southeast of the Avis facilities. The Budget building is used as office space. The lot is used for vehicle storage.

Alamo / National subleases space (Building 232) from EAN Holdings for vehicle storage. The facilities are located south of West 50th Avenue, across the street from Avis. Direct AOA access is not provided for these facilities.

Hertz car storage facilities (Building 250) are subleased from Floyd & Sons Inc. These facilities are located along Old International Airport Road. In addition to the vehicle storage lot, Building 250 is used for vehicle maintenance.

Vacant Building (Previously Great Pacific Seafoods) (East Airpark - Building 262)

Building 262 is a vacant building that was previously leased by Great Pacific Seafoods for seafood processing and freight consolidation. The building has been vacant since 2017 and is available for lease as of June 2024. The facility is located along Old International Airport Road in the East Airpark. The building warehousing and administrative space.

ABC Motorhome and Car Rentals / Fly-In Restaurant (East Airpark - Buildings 267 & 268)

The ABC Motorhome & Car Rentals and Fly-In Restaurant occupy single-story buildings in the East Airpark. The Fly-In Restaurant has been in operation since 1992 and serves American and Asian cuisine. ABC Motorhome & Car Rentals is a family operated business that has been in operation since 1985. It offers sales and rentals of motorhomes and other vehicles.

Aero Anchorage (East Airpark - Building 286)

The Aero Anchorage building (Building 286) is located in the East Airpark. Aero Anchorage subleases space to various subtenants. Subtenants utilizing the facility for cargo purposes include Delta Airlines, Northern Air Cargo, Arctic Circle Enterprises, Frontier Flying Service, and Nippon Cargo Airlines. Aero Anchorage subleases space to companies for other purposes. These subtenants include Equant and Aeronautical Radio. Equant provides communications equipment for those working within the AOA.

U.S. Department of Commerce (South Airpark - Buildings 342 & 343)

The U.S. Department of Commerce leases a total of 11 acres in the South Airpark along Sand Lake Road. The facilities (Buildings 342 and 343) consist of two buildings with a combined footprint of about 24,000 square feet. The western portion of the site includes a tower that is topped with meteorological observation equipment.

The facility is used by the National Oceanic and Atmospheric Administration (NOAA) Anchorage Forecast Office. The office includes the Alaska Aviation Weather Unit, the Alaska River Forecast Center, and various electronics and maintenance units. The facility does not have AOA access, and its use is limited to meteorological observation and reporting.

U.S. Fish and Wildlife Service (South Airpark - Building 344) The USFWS leases 2.3 acres along Sand Lake Road, adjacent to the NOAA facility. The facility is comprised of a warehouse and storage yard used to store equipment and perform maintenance. The facility does not have AOA access, and its use is limited to storage and maintenance functions.

2.7.12 Infrastructure And Utility Services

This section describes the utility infrastructure and services used at the Airport. Utilities covered include electrical, natural gas, stormwater, public water, sewer, solid waste and recycling, and telecommunication services.

Electrical Services

Electricity is supplied to all developed areas of the Airport by the Chugach Electric Association. A distribution substation west of Spenard Road at the intersection of Old International Airport Road is the primary source of distribution for the Airport. Chugach Electric Association has a number of substations on Airport property. The Woronzof transmission substation is one such station that straddles the Airport boundary just north of the Asplund Wastewater Treatment Facility.

Additional electrical service comes from the Woronzof Substation located north of the Asplund Wastewater Treatment Facility. Chugach Electric Association is the electrical supplier for most of the Anchorage MSA with the exception of the Municipal Light & Power, which provides power to the northwest West Anchorage Planning Area.

Natural Gas Services

Natural gas is supplied by ENSTAR Natural Gas Company, serving nearly all developed areas at the Airport. ENSTAR installs and upgrades the natural gas infrastructure as needed.

Stormwater Services

The stormwater drainage system is owned, operated, and maintained by the DOT&PF. Rainwater and other runoff is collected in the stormwater drainage system.

Three drainage basins and nine drainage systems make up the Airport watershed. The stormwater is eventually discharged to surrounding bodies of water allowed by the NPEDS permit issued by the USEPA but subsequently transferred to ADEC. The permit requires mechanisms be in place to control discharge of pollutants into receiving waters. The existing stormwater drainage system is shown on **Figure 2-40**. For more information about the stormwater services, refer to the ANC Storm Drainage Master Plan, dated November 2000.

Stormwater drainage at the Airport is conveyed through five drainage areas, designated A, B, C, D, and E⁴³. The Airport has implemented a stormwater diversion program in these drainage areas to control runoff containing aircraft and pavement deicing materials. The primary purpose of the stormwater diversions is to reduce biochemical oxygen demand and nitrogen loading to Lakes Hood and Spenard. The diversions are operated on a continuous basis⁴⁴.

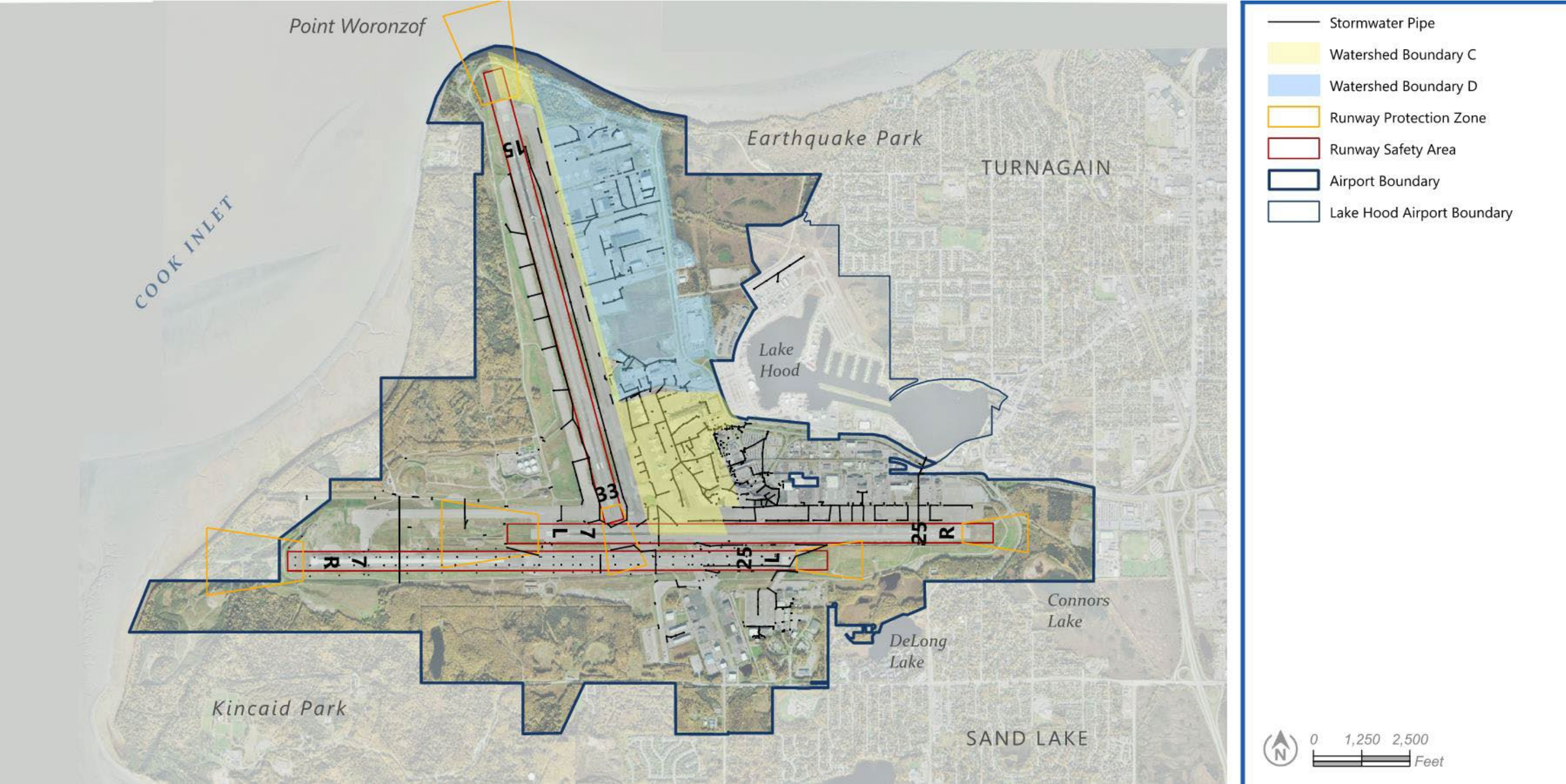
Stormwater from Drainage Area C is re-routed by gravity back-up from two corrugated metal pipes at Aircraft Drive to Drainage Area D using an irrigation gate. The gate is anticipated to remain in place for the foreseeable future⁴⁵.

⁴³ Amendment to 2004 Water Body Recovery Plan, 2011.

⁴⁴ Limno-Tech Inc. Deicing Management Program Plan, 2004.

⁴⁵ Ibid.

Figure 2-40
Stormwater Drainage System



Public Water and Sewer Services

AWWU provides public water and sewer service to the Airport. The main water lines (16-inch pipe) are located along Old International Airport Road and Northern Lights Boulevard. These two water lines supply water to the passenger terminals and North Airpark area and are connected by another water line along Postmark Drive. Another main water line includes a 12-inch pipe that enters the Airport near the Lake Hood gravel strip along Aircraft Drive. This line connects back to the 16-inch pipe previously mentioned. Finally, a 30-inch pipe water line on the south side of the Airport provides water along Raspberry Road to the Kulis Business Park and the South Airpark. There are a number of smaller water lines branching off the main water lines.

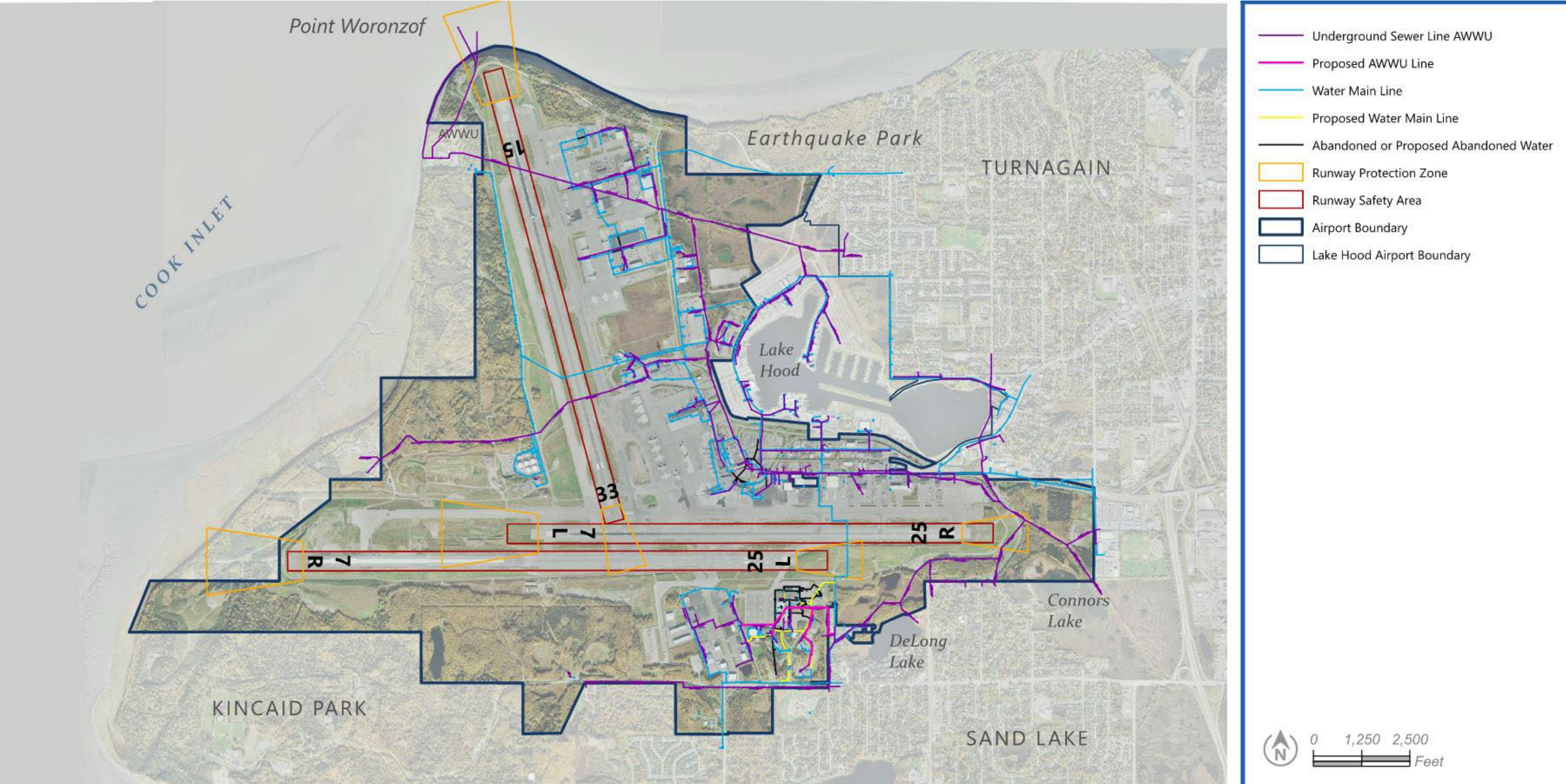
AWWU has its Asplund Wastewater Treatment Facility located off Airport property and west of Runway 15-33. Sewer lines run from various Airport areas into the main 96-inch sewer line heading to the Asplund Wastewater Treatment Facility. Following primary treatment of wastewater, the water is discharged to the Cook Inlet and other marine waters. In the future, a secondary treatment facility may be added pending USEPA review of the facility's current discharge permit. A 75-acre land area south of the treatment facility is currently reserved for future AWWU wastewater treatment facility expansions.

In the future, should the South Airpark expand westward, sewer lines will need to be extended. Likewise, if the West Airpark is developed, water lines will need to be extended to the West Airpark from Point Woronzof Drive and Kincaid Road. Also, concerns have been raised regarding sewer and water lines under the FedEx taxiway and apron area. Since the pavement areas under the taxiway have been reinforced to accommodate the weight of aircraft, AWWU maintenance employees find it difficult to access and costly to maintain the underground sewer and water lines. Generally, there are concerns that the connections between public and private water and wastewater lines have been piecemealed and should be addressed in future AWWU master plans and infrastructure realignment plans.

South of the Airport, AWWU owns the Kincaid Reservoir. Constructed in 1993, this reservoir provides water storage and is important for Airport firefighting functions.

The existing water and sewer line systems are shown on **Figure 2-41**. The 2005 AWWU Anchorage Water Master Plan and the 2006 AWWU Anchorage Wastewater Master Plan provide greater detail about the AWWU wastewater treatment facility.

Figure 2-41
Water and Sanitary Sewer Systems



Solid Waste and Recycling Services

Solid waste and recycling services are provided by Alaska Waste and the MOA Solid Waste Services. A review of the solid waste recycling at ANC is described in **Appendix B – Review of Solid Waste Recycling**.

Telecommunication Services

The telephone service is provided by Alaska Communications Systems. Alaska Communications Systems leases a 0.04-acre site immediately south of the NOAA facility along Sand Lake Road. The facilities at this location consist only of equipment shelters. Within the West Anchorage Planning Area, service is widely available except near Kincaid Park. Cellular tower heights are regulated by the Anchorage Municipal Code (AMC) 21.45.265.

2.8 Financial Overview

This section provides an overview of the financial management practices of the Airport. The following sections present the Airport's financial history and the management structure under which it operates. In addition, this section describes the Capital Improvement Plan (CIP) funding process.

2.8.1 Airport Ownership and Operation

The Airport and Fairbanks International Airport are owned by the State of Alaska and are together operated by the State of Alaska Department of Transportation and Public Facilities as an enterprise fund. The Alaska International Airport System (AIAS) was established by Chapter 88 of the Session Laws of Alaska in 1961.

The AIAS is currently Alaska's largest enterprise fund and prepares its financial statements in accordance with generally accepted accounting principles applicable to State and local government entities. Because the accounting and financial reporting treatment applied to a fund is determined by its measurement focus, AIAS accounts are reported using the flow of economic resources measurement focus, which distinguishes operating activities from non-operating items.

AIAS produces independently audited stand-alone financial statements each year to meet several requirements, including its obligations to bondholders through its debt covenants and in conformance with its AIAS Passenger Terminal Lease and Operating Agreement obligations to its signatory airline customers.

AIAS financial statements are also included in the proprietary fund section of the Alaska's comprehensive annual financial report, and its accounts are also subject to annual single audit in conformity with the Single Audit Act of 1984 and the U.S. Office of Management and Budget's Circular A-133 requirements.

In addition to the State of Alaska oversight, AIAS also operates under the regulations of the FAA. Key provisions of the FAA's financial regulations include the requirements that AIAS be as economically self-sustaining as possible, enterprise fund revenues must not be transferred outside the AIAS, and Airport Improvement Program (AIP) and Passenger Facility Charges (PFC) funds are limited to eligible projects only.

2.8.2 Alaska International Airports System Financial Structure

As a sponsor that accepts FAA grants or receives federal property for Airport purposes, the AIAS must conform with the financial management and operating regulations of the FAA Airport Compliance Program. FAA Order 5190.6B, FAA Airport Compliance Manual, details these rules

and regulations. In addition, the Airport complies with State of Alaska regulations and prepares its financial statements in accordance with accounting principles generally accepted in the United States of America.

The AIAS is managed as a financially self-sustaining unit with revenues equal to or exceeding expenses over the long term. Within the parameters of its regulations and its approved State operating and capital budgets, the AIAS has the authority to set rental rates and charges for its tenants and users, as well as to control its own expenses. AIAS rates and fees are influenced by its debt service coverage ratio covenant, which by law must be met each year (1.25 times annual debt service). Additionally, the AIAS is authorized under its budgets to enter into long-term contracts and through its statutes to borrow funds to finance capital projects.

Outside of FAA-administered programs that provide significant capital project support (i.e., AIP and PFC) and occasional Transportation Security Administration (TSA)-funded security projects, AIAS does not receive support from federal, State, or local tax revenues. It generally operates in a self-sufficient manner, producing sufficient revenues to cover operating and portions of its capital expenses. The FAA restricts the use of airport revenues to AIAS purposes only. Therefore, the AIAS may not use such funds for non-airport purposes as defined by the FAA.

In addition, the FAA also requires that AIAS aeronautical rates and charges be “reasonable.” This reasonableness test generally requires that the rates and charges be based on a methodology that is reasonably reflective of the Airport’s operating cost and that there is not an excessive accumulation of excess revenues over expenses or the Airport’s airline customers agree to the imposition of such rates and charges.

FAA rules permit airports owned by the same entity to combine financially into one accounting unit. The Airport and Fairbanks International Airport operate as a combined enterprise fund financially, and as somewhat an integral operating unit with respect to matters involving system planning, service levels, rates and fees, and airline diversion support. This means that neither airport has to be financially self-sufficient by itself. Consequently, the combined two-airport organization has a goal of self-sufficiency and can interact with respect to revenues and expense budgeting and capital funding requirements.

2.8.3 Historical Operating Revenue and Expenses

This section presents the operating revenues and expenses of the AIAS over the past five years. Additionally, the historical cash flow (or, as defined in the Annual Audit report, “Changes in Net Assets”) is discussed.

The AIAS FY runs from the calendar days of July 1 through June 30. The AIAS operating revenue ranged between \$122 million to \$147.9 million within the 2018-2021 timeframe. The following detail the largest sources of operating revenue based on FY 2021 operating results.

- **Landing Fees** - The AIAS derives the single largest source of operating revenue from the collection of landing fees. These fees are paid by airlines to use the airfield, based upon the maximum weight of the aircraft. This results in heavier aircraft paying more than lighter aircraft.
- **Fuel Flowage Fees** - The second largest source of revenue is the fuel flowage fee, derived from an amount added to each gallon of fuel pumped into an aircraft. As the Airport is a frequent trans- Pacific refueling location for large aircraft, the Airport has higher fuel flowage than other facilities.
- **Terminal Rents** - The third largest source of revenue comes from rent paid by airlines and other tenants who lease passenger terminal space or Airport land.
- **Concessions** - The Airport charges concessionaires such as food / beverage, news / gifts, and duty-free businesses, a percentage of their total receipts. These charges represent the fourth largest source of Airport revenue.
- **Vehicle Parking** - Fees charged for using the automobile parking lots represent the fifth largest revenue source.
- **Aircraft Parking** - Aircraft parking fees are charged to air carriers who park aircraft on airfield aprons.
- **Other** - Miscellaneous charges and various fees and rents represent "other" Airport revenue.

Table 2-25 describes five years of operating revenues by source.

The AIAS operating expenses ranged between \$82.1 million and \$97.9 million within the 2018-2021 timeframe. Management identifies and categorizes expenses for the AIAS based upon operational functions. Although not shown separately, personnel expenses such as salaries, wages, and employee benefits constitute the majority of operating costs. Other operating costs such as supplies, materials, insurance, and contractor costs represent a smaller component of operating costs.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 2-25

AIAS Historical Operating Revenue (in \$)

Source	2021	2020	2019	2018	2018
Landing Fees	\$53,123,507	\$61,927,355	\$62,963,705	\$74,884,735	\$70,584,392
Fuel Flowage Fees	\$24,236,026	\$20,968,254	\$19,644,311	\$19,968,511	\$18,971,511
Terminal Rents	\$21,505,165	\$25,451,016	\$24,423,866	\$23,194,246	\$21,405,811
Concessions	\$9,527,117	\$13,816,529	\$16,255,762	\$14,873,152	\$14,455,991
Vehicle Parking	\$5,994,351	\$7,503,258	\$9,303,109	\$9,233,610	\$9,082,460
Aircraft Parking	\$6,979,460	\$4,057,027	\$3,884,350	\$3,887,661	\$3,627,070
Airline Bad Debt	\$(505,725)	\$(477,324)	\$-	\$(2,339,726)	\$-
Other	\$1,117,644	\$3,457,913	\$4,789,297	\$4,190,570	\$4,698,584
Total	\$121,977,545	\$136,704,028	\$141,264,400	\$147,892,759	\$142,825,819

Source: Alaska International Airport System Audited Financial Statements (various)

Table 2-26 describes five years of operating expenses by functional category.

Table 2-26

AIAS Historical Operating Expenses

Source	2021	2020	2019	2018	2017
Facilities	\$28,414,941	\$28,655,868	\$25,228,193	\$27,799,706	\$31,036,664
Maintenance	\$21,826,233	\$19,781,713	\$20,401,289	\$18,957,522	\$23,395,744
Safety	\$14,970,989	\$12,356,818	\$12,988,981	\$15,276,551	\$18,971,221
Administration	\$11,515,395	\$13,552,364	\$13,504,714	\$12,591,512	\$15,047,721
Operations	\$6,073,214	\$4,773,867	\$4,271,218	\$4,772,468	\$4,535,541
Environmental	\$1,328,277	\$2,316,094	\$2,084,964	\$2,464,565	\$420,411
Other	\$2,737,668	\$3,578,498	\$3,579,584	\$3,296,241	\$4,525,967
Total	\$86,866,717	\$85,015,222	\$82,058,943	\$85,158,565	\$97,933,269

Source: Alaska International Airport System Audited Financial Statements (various)

Comparing Operating Revenue against Operating Expense demonstrates the AIAS generated positive cash result over the past five fiscal years. Accounting for Depreciation (a non-cash expense), Non-operating Expenses and Revenues, Capital Contributions in the form of FAA grants, Transfers In from Other Funds, and one-time Gain on Conversion describes the historical record of Change in Net Assets. As a note, the collection of Passenger Facility Charges (PFC), a fee charged on each enplaned commercial passenger at the Airport, derives additional receipts.

PFCs serve the purpose of funding pre-approved capital projects. **Table 2-27** presents the last five years' Changes in Net Assets.

Table 2-27
Changes in Net Assets

Category	2021	2020	2019	2018	2018
Operating Revenue	\$104,042,517	\$112,434,212	\$125,142,270	\$128,475,126	\$135,020,999
Operating Expense	\$73,291,134	\$129,137,223	\$126,428,424	\$120,896,352	\$122,630,909
Operating Income	\$30,751,383	-\$16,703,011	-\$1,286,154	\$7,578,774	\$12,400,909
Depreciation	\$61,281,637	\$62,943,709	\$61,305,881	\$58,791,465	\$59,166,776
Non-Operating Revenue	\$67,156,285	\$28,727,131	\$37,451,178	\$65,992,465	\$36,099,724
Non-Operating Expense					
Capital Contribution	\$59,621,484	\$36,233,364	\$39,105,404	\$68,280,915	\$43,839,473
Transfers In					
Gain on Conversion					
Change in Net Assets	\$36,626,031	\$12,024,120	\$36,165,024	\$73,571,239	\$48,499,814

Source: Alaska International Airport System

2.8.4 Sources of Operating Revenue

FAA policy requires that airports be as financially self-sufficient as possible. The AIAS maintains financial self-sufficiency by adjusting its user rates and charges to cover all costs of operating and developing the airports.

The primary source of revenue comes from passenger and all-cargo airlines that use the facilities of the AIAS. Rates and charges are adjusted as necessary to match the level of aviation traffic and anticipated AIAS costs. **Table 2-28** shows examples of the various user charges effective July 1, 2023. These charges are subject to change at any time. Additionally, various charges may also apply.

Table 2-28
AIAS Rates and Charge Amounts

Type of Charge	Unit of Measurement	Amount
Long-Term Terminal Lease Rate	Per square foot per year	\$92.81
Aircraft Landing Fee (Signatory)	Per 1,000 pounds of certified max gross takeoff weight	\$1.77
Fuel Flowage Fee (Signatory)	Per gallon pumped	\$0.027
Aircraft Apron Fee	Per square foot per year	\$1.94
Federal Inspection Fee	Per passenger	\$10.50
Aircraft Parking Fee	Per narrow body aircraft (up to 4 hours)	\$81.19
Aircraft Parking Fee	Per wide body aircraft (up to 4 hours)	\$162.38
Common Use Space Fee	Per enplaned passenger	\$2.86
Passenger Loading Bridge	Per aircraft turn	\$440.56

Source: Alaska International Airport System (AIAS), Effective July 1, 2024

2.8.5 Airline Lease and Use Agreement (Airline Operating Agreement)

Airports typically sign contracts with their major users (the scheduled airlines) to formalize the business relationships needed to operate an airport and fund capital improvements. The current 10-year Operating Agreement and Passenger Terminal Lease with the AIAS' 33 signatory carriers is effective from July 1, 2023, through June 30, 2033. The current agreements are considered "residual agreements," which means any deficit in funding the Airports will be made-up by the airlines.

The AIAS is able to operate without airline operating agreements because it has the right to set user fees and charges. However, having airline operating agreements is considered good business practice.

The airline rates and charges presented in the previous section are usually determined and changed based upon the methodology identified in the airline operating agreement.

2.8.6 Sources of Capital Funds

The section below identifies and briefly describes the principal sources of capital funds.

- **FAA Entitlement Grants** – An important source of capital improvement project funding for airports are FAA entitlement grants. The federal government taxes aviation users at the national level on tickets and fuel, as well as other items. This money is returned to airports in the form of federal grants. The amount each airport receives in entitlement grants is based upon the number of passenger boardings and total landed weight of cargo aircraft. A brief summary of historical entitlement grant amounts is presented in **Table 2-29**. The grant funds can only be used on improvements that are eligible and approved by the FAA. FAA grants seldom fund the entire project cost and, therefore, local AIAS funds must contribute a portion of the cost.

Table 2-29

Annual Airport Improvement Program Entitlement Grant Fund

Fiscal Year	Cargo Entitlement Funds	Enplaned Passenger Entitlement Funds
2022	\$12,542,233	\$4,905,279
2023	\$12,715,446	\$1,590,738

Source: Federal Aviation Administration, n.d.

- **FAA Discretionary Grants** – Additional grant funds may be available for specific projects determined by the FAA to be a high priority. Typically, the FAA offers discretionary grants for major airfield (runway and taxiway) projects. The AIAS receives FAA Airport Improvement Program discretionary grants in most years.
- **FAA Specialty Discretionary Grants** – Certain other types of FAA discretionary grants are occasionally available, such as those that fund unique noise mitigation and air pollution reduction initiatives.
- **Other Federal Grants** – Other types of federal grants (e.g., highway, environmental, economic stimulus, TSA security, etc.) for airports are occasionally available but are rare. For example, during the recent recession, numerous job-creation economic stimulus grants were awarded to airports nationwide.
- **State or Economic Development Grants** – Individual states occasionally fund specific airport projects. States typically award such grants to stimulate jobs, help depressed areas, or for other specific purposes. The applicability of these types of grants to the AIAS varies according to unique circumstances of each potential project.
- **Passenger Facility Charges** – The FAA permits airports to charge up to \$4.50 per enplaned passenger to fund specific, preapproved capital projects. The currently approved FAA applications authorize the AIAS to collect a PFC (\$3.00 per enplanement at the Airport and \$4.50 per enplanement at Fairbanks International Airport), from which AIAS obtains approximately \$4.3 million at the Airport and \$1.2 million at Fairbanks International Airport annually. The AIAS applies its annual Airport PFC collections to offset existing debt service associated with previous Airport terminal improvement projects and currently plans to use at least the current level of receipts through approximately 2026. If the level of annual PFC revenue receipts were to increase substantially due to increased FAA collection rates or significant growth in passenger enplanements, AIAS will review use of the increased amounts as they occur.
- **Customer Facility Charges** – A private developer constructed a consolidated rental car facility on Airport property, which opened in 2007. The Alaska Industrial Development and Export Authority issued conduit financing bonds to fund the construction of the facility, and customer facility charges (CFCs) are imposed on rental car customers by the car rental agencies. The CFC collected are not Airport funds but are deposited into funds overseen by an independent bond trustee for payment of operating and capital expenses. While the State of Alaska reviews the proposed CFC rates imposed on rental car customers, the conduit bonds sold to finance the facility are not obligations of AIAS or the State of Alaska.
- **Airport Operating Revenue** – Almost all types of grants and fees require a local match or contribution. Furthermore, projects that do not qualify for federal funding must be paid in full

with Airport funds. Thus, operating revenue generated by Airport users and tenants becomes a vital funding element for virtually all capital projects.

- **Private or Tenant Funds** – Airport users and tenants often fund their own capital improvements in whole or part. Examples include airline office upgrades, concession equipment, and aircraft hangars.
- **Airport Revenue Bonds** – The AIAS also borrows funds to make capital improvements by issuing General Airport Revenue Bonds (GARBs). While borrowing is often cited as a source of capital funding, in reality, the borrowing is repaid chiefly by Airport operating revenue, PFCs, and CFCs described above. The AIAS capital borrowing program is generally similar to the plan of capital borrowing at other major airports. The predominance of funds borrowed to date has been needed to fund large and non-recurring capital projects, primarily passenger terminal renovations. The subsequent debt service (principal and interest payments) is paid using a combination of Airport revenues, PFCs, and CFCs.

The FAA maintains a database of financial information on U.S. commercial service airports through its Compliance Activity Tracking System (CATS). This summary financial information is self-reported by the airports in predetermined categories and accessible to the public. CATS data for Calendar Year 2021 for the 35 medium hub airports and the Airport are compared in the following **Table 2-30**.

Table 2-30
Generalized Long-Term Debt Comparison (in Millions)

Generalized Long-Term Debt Comparison		2021
Long-Term Debt (typically Bonds)		
Average for 35 Medium Hub Airports		\$446.7
Ted Stevens Anchorage International Airport		\$324.4
Annual Debt Service (principal and interest)		
Average for 35 Medium Hub Airports		\$36.3
Ted Stevens Anchorage International Airport		\$28.3

Source: Federal Aviation Administration, *Compliance Activity Tracking System (CATS)* website, <http://cats.airports.faa.gov/>. n.d.

The Airport's debt situation is in good standing with debt values lower than average compared to peer Medium Hub Airports. The 2022 AIAS Financial Report states that the AIAS financial status reflects a stable debt profile, secured reserves, resilient activity, and a flexible capital program. A bond transaction was completed in Fiscal Year 2022 to defease and reissue debt resulting in a total debt service reduction of \$81,815,147 with a new present value savings of approximately \$77,344,203. Restructuring AIAS long-term debt and realizing \$69,979,370 in

capital contributions through federal grant programs and Passenger Facility Charges (PFCs) had a positive effect on the Airport System's net position at the end of Fiscal Year 2022.

The general conclusion relative to the ANC Airport Master Plan Update is that ANC is in a favorable financial position to implement future infrastructure projects which may increase current debt loads.

2.9 Environmental Setting

FAA Advisory Circular (AC) 150/5070-6B, Change 2, *Airport Master Plans*, provides guidance for the preparation of master plans for airports. The purpose of considering environmental factors in airport master planning is to help the airport sponsor to thoroughly evaluate airport development alternatives and to provide information that will help expedite subsequent environmental processing. The State of Alaska owns the Airport and created the Alaska International Airport System (AIAS) to operate the Airport. Future development plans at the Airport need to take into consideration environmental resources that are known to exist at, and are near, the proposed future development. Early identification of these environmental resources helps to avoid impeding development plans in the future. For a comprehensive description of the existing environmental conditions at the Airport, environmental resource categories defined in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, Appendix A were used. **Figure 2-42** depicts Airport property and **Table 2-31** provides a summary of the environmental resource categories that were reviewed at the Airport and near the Airport. Additional environmental information can be found in **Appendix C – Environmental Overview**.

Figure 2-42
Ted Stevens Anchorage International Airport Property



Table 2-31
Summary of Environmental Resource Categories

Environmental Resource	Summary
Aviation Emissions and Air Quality	The Airport is in an area designated as being in “maintenance” for Carbon Monoxide (CO) since July 23, 2004, and in “attainment” for all other National Ambient Air Quality Standards (NAAQS) pollutants. Per 40 CFR Section 93.102(b)(4), maintenance areas with two consecutive 10-year maintenance periods are not subject to a General Conformity Determination. Therefore, the Airport is assumed to be in attainment for all NAAQS. See Section 2.9.1 for more details.
Biological Resources (including fish, wildlife, and plants)	Federal- and state-threatened and -endangered species, as well as migratory birds, have the potential to occur at the Airport. However, no critical habitat exists at the Airport. See Section 2.9.2 for more details.
Coastal Resources	The Airport is located west of the Anchorage Coastal Wildlife Refuge and south of resources identified in the Anchorage Coastal Management Plan. However, Alaska does not maintain a Coastal Zone Management Act (CZMA) Coastal Management Program. . See Section 2.9.3 for more details.
Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund, Section 6(f)	Department of Transportation Act, Section 4(f) resources exist on Airport property, including six recreational areas and several historic properties listed or eligible for listing on the National Register of Historic Places (NRHP). There are no Land and Water Conservation Fund, Section 6(f) resources on Airport property.. See Section 2.9.4 for more details.
Farmlands	The Airport does not contain land designated as prime or unique farmland or farmland of statewide importance. See Section 2.9.5 for more details.
Hazardous Materials, Solid Waste, and Pollution Prevention	<i>Hazardous Materials</i> – No Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) superfund sites exist at the Airport. There are 21 active Alaska Department of Environmental Conservation Contaminated Sites on Airport property. <i>Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS)</i> have been detected in the soil and groundwater at ANC, primarily in areas associated with aqueous film forming foam (AFFF) use. Management to-date includes ongoing sampling, monitoring, capping, and temporary storage of PFAS-affected soils northwest of Taxiway K. <i>Solid Waste</i> – The AIAS utilizes the Anchorage Regional Landfill. <i>Pollution Prevention</i> – The AIAS has a National Pollutant Discharge Elimination System (NPDES) permit, Stormwater Pollution Prevention Plan (SWPPP), and Spill Prevention, Control, and Countermeasure (SPCC) plan. See Section 2.9.6 for more details.
Historical, Architectural, Archaeological, and Cultural Resources	There is one (1) historic resource listed on the National Register of Historic Places (NRHP) on Airport property, the Kulis Hangar. Additionally, several Alaska Heritage Resources Survey (AHRS) sites

	are located on Airport property. These sites are eligible for listing on the NRHP, but their location is protected due to their sensitive nature. See Section 2.9.7 for more details.
Land Use	Airport property contains land designated as Airport, Railroad, or Port Facility, Other Open Space, Potential Open Space Alternative, and Water Feature. See Section 2.9.8 for more details.
Natural Resources and Energy Supply	Electricity and natural gas are supplied to the Airport by MidAmerican Energy. See Section 2.9.9 for more details.
Noise and Noise-Compatible Land Use	Portions of Point Woronzof Buffer Park, Tony Knowles Coastal Trail, and the Kincaid Park Trail Network are within the updated day-night average sound level (DNL) 75 dB noise contours. See Section 2.9.10 for more details.
Socioeconomics Children's Health and Safety Risks	<i>Socioeconomics</i> – The Airport is in the Municipality of Anchorage (MOA). The Airport is in U.S. Census Tract 23.01, Block Group 1; Census Tract 23.01, Block Group 2; Census Tract 23.02, Block Group 2; and Census Tract 24, Block Group 2. <i>Children's Health and Safety</i> – Schools or daycare facilities are located within 0.5-mile of the Airport. See Section 2.9.11 for more details.
Visual Effects	<i>Light Emissions</i> – Light emissions at the Airport occur from airfield lighting, buildings, access roads, and parking area lighting required for the safe and secure movement of people, vehicles, and aircraft. <i>Visual Resources</i> – The visual resources and visual character of the Airport currently match that of an urbanized area and an airport. See Section 2.9.12 for more details.
Water Resources	<i>Wetlands</i> – The National Wetlands Inventory and MOA have identified wetlands on Airport property. <i>Floodplains</i> – A small portion of the Airport property intersects the 100-year floodplain. <i>Surface Waters</i> – The Airport property contains several surface waters, including Meadow Lake, Delong Lake, Sullivan Pond, Little Campbell Lake, Connors Lake, and several unnamed water bodies. <i>Groundwater</i> – The Airport does not overlie a USEPA-designated Sole Source Aquifer. The Airport overlies a perched unconfined aquifer. <i>Wild and Scenic Rivers</i> – No wild or scenic rivers, or rivers within the National River Inventory, are present at or near the Airport. See Section 2.9.13 for more details.

Source: RS&H, 2023

2.9.1 Aviation Emissions and Air Quality

The U.S. Environmental Protection Agency (USEPA) sets National Ambient Air Quality Standards (NAAQS) for specific air pollutants to protect public health and welfare through Section 109 of the Clean Air Act (CAA), which is the primary statute for air quality. The USEPA identifies the following six criteria air pollutants and has set NAAQS for each: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO₂), 8-Hour Ozone (O₃), Particulate Matter (PM₁₀ and PM_{2.5}), and Sulfur Dioxide (SO₂).

States must identify geographic areas that do not meet the NAAQS for each criteria pollutant. Areas found to be in violation of one or more NAAQS of these pollutants are classified as “nonattainment” areas. States with nonattainment areas must develop a State Implementation Plan (SIP) that includes a variety of emission control measures that the State of Alaska deems necessary to attain the applicable NAAQS in the future within designated timeframes. Areas with previously designated nonattainment status that have since been redesignated to attainment are known as “maintenance” areas. A maintenance area must have a maintenance plan in a revision to the SIP to ensure attainment of the air quality standards. Areas where concentrations of the criteria pollutants are below (i.e., within) these threshold levels are classified as “attainment” areas. Portions of Airport property are in the part of the Municipality of Anchorage (MOA) designated a “maintenance” area for CO, and in attainment for all other NAAQS (see **Figure 2-43**).⁴⁶ However, per 40 CFR Section 93.102(b)(4), maintenance areas with two consecutive 10-year maintenance periods are not subject to a General Conformity Determination. Therefore, the Airport property is assumed to be in attainment for all NAAQS.

AIAS staff consult with the MOA and Alaska Department of Environmental Conservation (ADEC) concerning CO and other air quality issues. The Airport currently operates under an “Owner Requested Limit” permit under the State of Alaska’s air quality regulations (Alaska Statute 46.14 and 18 AAC50.225). Under this permit (Permit [AQ0089ORL09P](#), signed August 19, 2020), the AIAS submits an annual report to the ADEC to document that the Airport operates within the permit regulations and does not have any excess emissions or deviations from the permit.

⁴⁶ U.S. Environmental Protection Agency, Air Quality Green Book, Alaska. Accessed: https://www3.epa.gov/airquality/greenbook/anayo_ak.html, October 2025.

Figure 2-43
Carbon Monoxide Maintenance Area



2.9.2 Biological Resources

Biological resources include terrestrial and aquatic plant and animal species; game and non-game species; special status species; and environmentally sensitive or critical habitats. The following are federal laws, regulations, Executive Orders (EOs), and guidance that protect biotic communities:

- Endangered Species Act (ESA) (16 U.S.C. §§ 1531-1544);
- Bald and Golden Eagle Protection Act (16 U.S.C. §§ 668 et seq.);
- Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. § 1801 et seq.);
- Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d);
- Executive Order (EO) 13112, Invasive Species (64 FR 6183);
- Marine Mammal Protection Act (16 U.S.C. § 1361 et seq.);
- Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703 et seq.);
- EO 13186, Responsibilities of Federal Agencies to Protect Migratory Birds (66 FR 3853);
- Council on Environmental Quality (CEQ) Guidance on Incorporating Biodiversity Considerations into Environmental Impact Analysis under NEPA; and
- EO 13751, Safeguarding the Nation from the Impacts of Invasive Species (81 FR 88609); and
- Memorandum of Understanding to Foster the Ecosystem Approach.

There is one federally-listed and state-listed endangered species with the potential to be found on Airport property, the short-tailed albatross (*Phoebastria [=Diomedea] albatrus*).^{47,48} According to the U.S. Fish and Wildlife Service (USFWS), there is no designated critical habitat at the Airport.⁴⁹ There are 26 migratory bird species with the potential to be found on Airport property (see **Table 2-32**),⁵⁰ including the bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*), which are individually protected under the Bald and Golden Eagle Protection Act (BGEPA).

⁴⁷ U.S. Fish and Wildlife Service, Information for Planning and Consultation. Accessed: <https://ipac.ecosphere.fws.gov/location/XWRYK6SFEZCKVALIP5J4X4U3Q/resources>, September 2024.

⁴⁸ Alaska Department of Fish and Game, State of Alaska Special Status Species, Endangered. Accessed: <https://www.adfg.alaska.gov/index.cfm?adfg=specialstatus.akendangered>, September 2024.

⁴⁹ U.S. Fish and Wildlife Service, Information for Planning and Consultation. Accessed: <https://ipac.ecosphere.fws.gov/location/XWRYK6SFEZCKVALIP5J4X4U3Q/resources>, September 2024.

⁵⁰ U.S. Fish and Wildlife Service, Information for Planning and Consultation. Accessed: <https://ipac.ecosphere.fws.gov/location/XWRYK6SFEZCKVALIP5J4X4U3Q/resources>, September 2024.

Table 2-32

Migratory Birds with the Potential to be Found on Airport Property

Common Name	Scientific Name
Aleutian Tern	<i>Sterna aleutica</i>
American Golden-plover	<i>Pluvialis dominica</i>
Bald Eagle	<i>Haliaeetus leucocephalus</i>
Black Scoter	<i>Melanitta nigra</i>
Black-legged Kittiwake	<i>Rissa tridactyla</i>
Buller's Shearwater	<i>Ardenna bulleri</i>
Common Loon	<i>Gavia immer</i>
Common Murre	<i>Uria aalge</i>
Double-crested Cormorant	<i>Phalacrocorax auritus</i>
Golden Eagle	<i>Aquila chrysaetos</i>
Hudsonian Godwit	<i>Limosa haemastica</i>
Lesser Yellowlegs	<i>Tringa flavipes</i>
Long-tailed Duck	<i>Clangula hyemalis</i>
Olive-sided Flycatcher	<i>Contopus cooperi</i>
Pomarine Jaeger	<i>Stercorarius pomarinus</i>
Red Phalarope	<i>Phalaropus fulicarius</i>
Red-breasted Merganser	<i>Mergus serrator</i>
Red-necked Phalarope	<i>Phalaropus lobatus</i>
Red-throated Loon	<i>Gavia stellata</i>
Red-billed Gull	<i>Larus delawarensis</i>
Short-billed Dowitcher	<i>Limnodromus griseus</i>
Sooty Shearwater	<i>Ardenna grisea</i>
Surf Scoter	<i>Melanitta perspicillata</i>
Wandering Tattler	<i>Tringa incana</i>
White-winged Scoter	<i>Melanitta fusca</i>
Yellow-billed Loon	<i>Gavia adamsii</i>

Source: USFWS, 2024.

2.9.2.1 Birds

Resident and Migrant Birds

The mixed coniferous / deciduous forest on portions of the Airport provides habitat for a variety of resident and migrant songbirds. Migratory songbirds begin arriving in the Anchorage area in early May and are the most numerous bird species found in the area during the summer.

Bald Eagles and Golden Eagles

Bald eagles and golden eagles are protected under the Bald and Golden Eagle Protection Act (BGEPA; 16 USC 668–668c) and the Migratory Bird Treaty Act (MBTA). BGEPA protects these eagles by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. For bald eagles, the USFWS generally recommends no clearing of vegetation within 330 feet of any nest. No activity should occur within 660 feet of any nests between March 1 and June 1. Between June 1 and August 31, no activity should occur within 660 feet of active eagle nests until after juvenile birds have fledged, unless specifically authorized by USFWS.⁵¹

Some activities and projects are eligible for federal permits under the BGEPA. The regulation set forth in 50 CFR § 22.26 allows permits to be issued to “take” bald and golden eagles where the taking is associated with, but not the purpose of, the activity and cannot practicably be avoided. Most takings authorized under this section are in the form of disturbance; however, permits may authorize non-purposeful takings that result in mortality (50 CFR § 22.26).

Bald eagles (*Haliaeetus leucocephalus*) are present year-round at the Airport. The Airport has a Purposeful Eagle Take for Safety/Eagle Nest Take permit that allows only bald eagles to be harassed to protect aviation safety, with restrictions on harassment methods. The permit allows for hazing, not lethal removal, and allowed for the removal of all bald eagle nests on Airport property.⁵² The AIAS actively monitors for bald eagles attempting to establish nests on Airport property. Bald eagle nests have been located along the Tony Knowles Coastal Trail (Coastal Trail); however, these are located outside of the Airport property. Two nests adjacent to the Airport produced eaglets in 2019 leading to 1 juvenile eagle that frequents the Air Operations Area (AOA). One of these nests is a re-nest attempt by a pair whose original nest was on Airport property and was removed.⁵³

Birds of Conservation Concern

Various agencies and nonprofit groups have identified several species on or near the Airport as “birds of conservation concern.” The USFWS developed the list of Birds of Conservation Concern (BCC), which provides a list of migratory and non-migratory bird species that represent the highest conservation priorities.⁵⁴ There are 88 species listed in the BCC. The Audubon Alaska WatchList Red list identifies Alaska birds that have the highest level of concern: species that are

⁵¹ U.S. Fish and Wildlife Service, National Bald Eagle Management Guidelines, n.d.

⁵² U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

⁵³ U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

⁵⁴ U.S. Fish and Wildlife Service, Birds of Conservation Concern, 2021. Accessed: <https://www.fws.gov/sites/default/files/documents/birds-of-conservation-concern-2021.pdf>, March 2023.

currently declining or are depressed from a prior decline, and therefore warrant special conservation attention; there are 35 species listed in the Audubon's Alaska WatchList Red List.⁵⁵

2.9.2.2 Fish

Alaska blackfish likely reside in Little Campbell Lake, Meadow Lake, and DeLong Lake. These lakes are located along the southern portion of Airport property. In 2022, Alaska Department of Fish & Game (ADF&G) stocked Little Campbell Lake with Arctic Char, Chinook salmon, and rainbow trout, DeLong Lake with Chinook salmon, and rainbow trout⁵⁶. Northern pike, an invasive species, resides in DeLong Lake.

2.9.2.3 Wildlife

Some areas within Airport property provide habitat for small mammals such as red squirrel (*Tamiasciurus hudsonicus*), coyotes (*Canis latrans incolatus*), snowshoe hare (*Lepus americanus*), ermine (*Mustela spp.*), shrews (*Sorex spp.*), and other small rodents. Small numbers of black bear (*Ursus americanus*) and red fox (*Vulpes vulpes*) reside in mixed coniferous and deciduous forests consisting of paper birch (*Betula papyrifera*), white spruce (*Picea glauca*), and black spruce (*Picea mariana*) adjacent to the Airport. In association with a wide variety of forests, shrubs (willow), and wetland habitats, moose (*Alces alces*) are common year-round near the Airport. Due to a high number of incidents involving wildlife and the significant wildlife population near the Airport, the FAA adopted and approved a wildlife hazard management plan (WHMP) in 1997 and updated the WHMP in 2013 and 2022.

The AIAS actively manages certain species with population control measures that are in place: pigeons, European starlings, bald eagles, owls and diurnal raptors, waterfowl, moose, black bears, and Canada geese.⁵⁷

2.9.2.4 Wildlife Hazard Management

In 2009, the AIAS completed a Wildlife Hazard Assessment (WHA). The WHA analyzed wildlife hazards over the past 13 years and evaluated seasonal wildlife control efforts, and formalized wildlife surveys during 2007 and 2008. The WHA provided recommendations for habitat modification. A revised Wildlife Hazard Management Plan (WHMP), completed in 2022, recognizes the ongoing cooperative relationship with the U.S. Department of Agriculture-Wildlife Services (USDA-WS) program to provide daily wildlife hazard mitigation services.

⁵⁵ Warnock, N., The Alaska WatchList, 2017. Audubon Alaska. Accessed: https://ak.audubon.org/sites/default/files/2017_akwatchlist_final_panels_highres.pdf, May 2023.

⁵⁶ Alaska Department of Fish and Game, Alaska Lake Database. Accessed: http://www.adfg.alaska.gov/SF_Lakes/, May 2023.

⁵⁷ U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

Since 1996, the AIAS has contracted with the USDA-WS program for Wildlife Hazard Management. During this time, USDA-WS employed many techniques, primarily nonlethal, to reduce the threat posed by wildlife to aircraft and human health and safety. These techniques include:

- Habitat modification / management
- Exclusionary devices
- Repulsion techniques
- Removal techniques

USDA-WS patrols the Airport property continuously during the summer field season (April through October), and 40 hours per week during the winter season. Wildlife Specialists patrol the airfield, continually vigilant against aircraft-wildlife conflicts. Between November and March, when USDA-WS is not present 24 hours a day, the Airport Wildlife Coordinator (Operations Manager) performs airfield wildlife patrols.

The AIAS maintains several permits necessary to comply with federal and state laws governing wildlife control actions. The USFWS Anchorage Field Office issued a federal depredation permit under the MBTA (50 CFR, Part 21.41), which is required for the removal of birds at Alaskan airports. As required by the BGEPA (50 CFR, Part 22.23), the AIAS currently has a valid Eagle Depredation Permit that allows non-lethal harassment of eagles. Lastly, Alaska State Regulations (AS 16.05.920, AAC 92.033, and AAC 93.020) require a permit for the taking of game species at the Airport that is necessary for wildlife control operations. The AIAS currently has a Public Safety Permit from ADF&G for this purpose.

Habitat Modification / Management

Habitat modification is the alteration of habitat features (e.g., food, water, and cover) that support and attract wildlife. The removal and/or reduction of food sources are important actions taken to reduce attractants for hazardous wildlife. The AIAS is constantly working to remove attractive habitat and replace it in compliance with their WHMP.

The AIAS has undertaken several habitat modification projects to reduce wildlife attractants. Tree and shrub removal in Postmark Bog near Taxiway P was completed in 2019. A wetland was removed southeast of the end of Runway 7L, and the approach light canyon for Runway 7L is planned to be filled in when FAA-owned equipment needs to be replaced. Currently this area is an attractive habitat and is difficult to manage because the location is isolated from the rest of the Airport. Additionally, the AIAS makes anti-perching devices for birds available to operators of any structures on Airport property.⁵⁸ Standing water is also a habitat attractant and area on

⁵⁸ U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

the AOA with standing water are being identified by location, function, and whether there are conflicting regulations regarding modification of the area to reduce standing water.⁵⁹

The Airport's most significant wildlife attractant is in the area west of Runway 7L. During the winter, Airport Field Maintenance uses that area as a snow disposal site which creates mounds of snow. Eagles and ravens use the snow mounds as a perch to look for prey. Airport Field Maintenance staff attempt to flatten the snow piles in that area, so those birds don't use it as a perch, but that coordination is ongoing. The approach light canyon west of the Runway 7L end has an estimated ground elevation drop of 40 feet. The Airport biologist indicated that many animals congregate in that area to feed on the vegetation, which also draws predators. The area is planned to be filled in when FAA-owned equipment needs to be replaced.⁶⁰

There are several areas of Airport property that have been identified as viable habitats or attractants to wildlife that need active management, including:

- Lake Hood Seaplane Base
- Gull Island
- Lake Hood Strip
- Open Grass Areas on the AOA
- Drainage Ditches
- Gravel surfaces on the AOA
- Snow Dumps
- Construction Activities⁶¹

The AIAS also identified managing food sources and prey as an area to keep wildlife attractants to a minimum. Minimizing grasshoppers or insect populations, securing dumpsters or trash cans, prohibiting feeding wildlife at Lake Hood, removing muskrats, removing carcasses, and managing duck populations are ways to reduce food and prey sources at the Airport.⁶²

Exclusionary Devices

Examples of exclusionary devices include the continuous eight-foot security fence that surrounds the AOA and grating over culverts, both of which limit wildlife access to the Airport property. Other permanent devices that are effective include grid wires, floating plastic balls, floating covers, and other physical barriers.

⁵⁹ U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

⁶⁰ Communication with Airport Biologist, May 2023.

⁶¹ U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

⁶² U.S. Department of Agriculture (2022), Animal and Plant Health Inspection Service. Wildlife Hazard Management Plan, Ted Stevens Anchorage International Airport.

Several areas of bog habitat on Airport property have fences installed with one-way moose gates to direct moose into enclosures that prevent them from being a hazard to aircraft. Smaller mammals regularly gain access into the Airport by climbing over the fence, through small openings under the fence, and at gates. Sections of the fence that need to be replaced or repaired in the future may include consideration of addition of a buried skirt to prevent wildlife intrusion.

Repulsion Techniques

Repulsion techniques are those that scare away wildlife. Such techniques include visual, physical, and vehicle harassment; pyrotechnics, mylar tape, paintball guns, propane cannons, bear spray, rubber bullets and other non-lethal rounds, remote control boats, effigies, physical harassment, harassment shooting, horns, vehicles, and unmanned aircraft systems (UAS). USDA-WS recently started using highly trained dogs to search out and harass bird nest sites. Wildlife harassment is the most active and direct component of the WHMP at the Airport. Postmark Bog is actively hazed throughout the open water season to disperse the larger-bodied birds such as geese, ducks, and cranes. Moose are also hazed from Postmark Bog area and portions of Turnagain Bog near Lake Hood.

Removal Techniques

Removal techniques used at the Airport include both non-lethal and lethal methods. Most of the non-lethal techniques employed remove the offending animal(s) or prevent nesting or habituation. Non-lethal techniques primarily consist of live capture and relocation. Lethal techniques include firearm use, nest/egg destruction or removal, falconry, and lethal trapping. The AIAS uses lethal techniques as a last resort and only as reinforcement for other non-lethal harassment techniques, or in emergencies.

2.9.3 Coastal Resources

The primary statutes, regulations, and EOs that protect coastal resources include:

- Coastal Barrier Resources Act (16 U.S.C. § 3501 et seq.);
- Coastal Zone Management Act (CZMA) (16 U.S.C. § 1451-1466);
- National Marine Sanctuaries Act (16 U.S.C. §1431 et seq.);
- EO 13089, *Coral Reef Protection* (63 FR 32701); and
- EO 13547, *Stewardship of the Ocean, Our Coasts, and the Great Lakes* (75 FR 43021-43027).

The Federal Coastal Zone Management Act (CZMA) of 1972 authorizes each state to review federal activities and federally permitted activities within or affecting the coastal zone. Between 1979 and 2011, coastal districts in Alaska operated under the Alaska Coastal Management Program. However, the program and its authorities expired under a sunset clause on June 30, 2011. As of July 1, 2011, the related regulations and the local coastal management plans are without statutory authority and therefore unenforceable. In early 2012, the State House

introduced a bill to re-establish a coastal management program in Alaska, but the measure failed. Subsequently, voters also rejected the measure in a ballot vote in August 2012. According to the National Oceanic and Atmospheric Administration, the State of Alaska still does not have a Coastal Zone Management Plan.⁶³

The MOA prepared an Anchorage Coastal Management Plan (ACMP) in 1979 and updated it in 2007. The MOA cannot effectively implement the ACMP without the State of Alaska's coastal management program to monitor the implementation of local district plans. Without the State of Alaska's coastal management program in effect, the policies listed in the ACMP are not enforceable. While the ACMP is no longer enforceable, the plan listed the bluffs along Point Woronzof, which are about 1,250 feet northwest of the end of Runway 15, as an important physical feature that should be preserved.

The Federal Coastal Barriers Resources Act of 1982, as amended, addresses undeveloped coastal barriers along the coasts of the Atlantic Ocean and the Gulf of Mexico. As defined by the Act, there are no coastal barriers in Alaska; therefore, the Act does not apply to the Airport. The closest Coastal Barrier Resource System Unit is Minnesota Point MN-01, about 2,450 miles southeast of the Airport.⁶⁴ The closest National Marine Sanctuary is the Olympic Coast, located approximately 1,350 miles southeast of the Airport.⁶⁵

The Anchorage Coastal Wildlife Refuge, managed by the Alaska Department of Fish and Game,⁶⁶ is located along the coast west of the Airport (see **Figures 2-18**). The refuge is approximately 32,000 acres and extends 16 miles from Point Woronzof south to Potter Creek.

2.9.3.1 Coastal Erosion

Coastal erosion is a serious problem facing Alaska. Near the Airport, coastal erosion has been a long-time problem, particularly at Point Woronzof. The ongoing erosion of Point Woronzof is a serious concern because of the potential impact on the Runway 33 runway safety area (RSA), the primary departure runway. A reduction in runway length due to resolving the RSA may affect the Airport's ability to accommodate the Asia-North America air cargo traffic.

⁶³ National Oceanic and Atmospheric Administration, Office for Coastal Management, Coastal Zone Management Programs, Alaska. Accessed: <https://coast.noaa.gov/czm/mystate/>, March 2023.

⁶⁴ U.S. Fish and Wildlife Service, Coastal Barrier Resources System Mapper. Accessed: <https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/>, March 2023.

⁶⁵ National Oceanic and Atmospheric Administration, National Marine Sanctuaries, Maps. Accessed: <https://sanctuaries.noaa.gov/about/maps.html>, March 2023.

⁶⁶ Alaska Department of Fish and Game, Anchorage Coastal Wildlife Refuge Map. Accessed: https://www.adfg.alaska.gov/static/lands/protectedareas/_land_status_maps/anchoragecoastalwildliferefugels.pdf. September 2024.

The University of Alaska Anchorage (UAA) prepared a study in 2008 that assessed the coastal erosion at Point Woronzof. The study indicated a variety of possible causes for the erosion and suggested a possible solution of a revetment at the base of the cliff to help stabilize the slope and halt the erosion.

In late 2012, the AIAS requested assistance from the U.S. Army Corps of Engineers (USACE) under Section 103 of the 1962 River and Harbor Act, as amended, to help reduce the threat of erosion and storm damage at Point Woronzof. In 2023, the AIAS and MOA contacted the USACE to discuss cooperatively investigating the erosion and discuss potential mitigation steps. This study would require Federal funding and does not currently have any funding. If funding is received, the study would be completed within three years.⁶⁷ FAA grant assurances preclude the Airport from funding the project for recreational purposes should a desire arise to stabilize the bluff to prevent erosion.

The MOA and community members remain concerned with the coastal erosion at Point Woronzof because it threatens two other community assets: the Tony Knowles Coastal Trail and Point Woronzof Drive. The Tony Knowles Coastal Trail is adjacent to the bluff and Point Woronzof Drive is between the bluff and the runway. In the 1990s, a section of the Coastal Trail was relocated due to erosion. Point Woronzof Drive is the only roadway access the MOA has to a Chugach Electric Association substation, the Asplund Wastewater Treatment Facility, and other developable land west of the Airport.

2.9.4 Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund, Section 6(f)

Relevant federal laws, regulations, and EOs that protect Section 4(f) resources include:

- U.S. Department of Transportation (USDOT) Act, Section 4(f) (49 U.S.C. § 303.);
- Land and Water Conservation Fund Act of 1965 (16 U.S.C. §§ 4601-4604 et seq.);
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) – Section 6009 (49 U.S.C. § 303.); and
- U.S. Department of Defense Reauthorization (Public Law (P.L.) 105-185, Division A, Title X, Section 1079, November 18, 1997, 111 Stat. 1916).

The USDOT Act, Section 4(f) (Section 4(f)) provides that no project that requires the use of any land from a public park or recreational area, wildlife and waterfowl refuge, or historic site be approved by the Secretary of Transportation unless there is no feasible and prudent alternative and provisions to minimize any possible harm are included in the planning. Similarly, the Land and Water Conservation Fund (LWCF) Act prevents the conversion of lands purchased or developed with LWCF funds to non-recreation uses, unless the Secretary of the Interior, through

⁶⁷ Letter from the Airport and MOA to USACE, April 21, 2023.

the National Park Service, approves the conversion. Conversion may only be approved if it is consistent with the comprehensive statewide outdoor recreation plan when the approval occurs. Additionally, the converted property must be replaced with other recreation property of reasonably equivalent usefulness and location, and at least equal fair market value.

There are several Section 4(f) recreational resources on Airport property, including Kincaid Park, Delong Lake Park, Connors Lake Park, Point Woronzof Overlook, Tony Knowles Coastal Trail, and the Kincaid Park Trail network (see **Figure 2-44**).⁶⁸ Spenard Park is within the Lake Hood Airport property boundary. According to the U.S. National Park Service (NPS), one building on Airport property, the Kulis Hangar, is listed on the National Register of Historic Places (NRHP) (see **Figure 2-44**).⁶⁹ In addition, there are several Alaska Heritage Resources Survey (AHRS) sites on Airport property that are eligible for historic designation; however, the location of these sites is protected due to their sensitive nature⁷⁰ (refer to **Section 2.9.8**).

Section 4(f) recreational properties adjacent to the Airport property include Earthquake Park and Point Woronzof Park to the north and west, respectively (see **Figure 2-18**). The closest National Wildlife Refuge (NWR) is Kenai NWR, located about 10 miles south of the Airport.⁷¹ The closest state wildlife refuge is the Anchorage Coastal Wildlife Refuge, located along the coast west of the Airport (see **Figure 2-18**).⁷² The closest state park is Chugach State Park, about eight miles east of the Airport.⁷³

There are no Section 6(f) LWCF sites on Airport property. The closest Section 6(f) LWCF site to the Airport is Central Spenard, about 2,000 feet east of the Airport.⁷⁴

2.9.5 Farmlands

The following statutes, regulations, and guidance pertain to farmlands:

- Farmland Protection Policy Act (FPPA) (7 U.S.C. §§ 4201-4209);
- CEQ Memorandum on the Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing the National Environmental Policy Act (45 FR 59189); and

⁶⁸ Municipality of Anchorage, Anchorage Parks and Recreation. Accessed:

<https://muniorg.maps.arcgis.com/apps/webappviewer/index.html?id=ae59698bf01349f6a6a2d0ad3b15a03c>, February 2023

⁶⁹ National Park Service, National Register of Historic Places. Accessed: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, September 2024.

⁷⁰ Alaska Heritage Resources Survey, May 2023.

⁷¹ U.S. Fish and Wildlife Service, Visit the National Wildlife Refuge System, Find a Refuge Near You. Accessed:

https://www.fws.gov/visit-us/refuges?type=%5B%22National%20Wildlife%20Refuge%22%5D&state_name=%5B%22Alaska%22%5D, March 2023.

⁷² Alaska Department of Fish and Game, Anchorage Coastal Wildlife Refuge Map. Accessed:

https://www.adfg.alaska.gov/static/lands/protectedareas/_land_status_maps/anchoragecoastalwildliferefugels.pdf. September 2024.

⁷³ Alaska Department of Natural Resources, Division of Parks & Outdoor Recreation, Explore. Accessed: <https://dnr.alaska.gov/parks/>, March 2023.

⁷⁴ Land and Water Conservation Fund, Past Projects. Accessed: <https://lwcf.tplgis.org/mappast/>, March 2023.

- State and local regulations.

The FPPA of 1981 regulates federal actions that have the potential to convert farmland to non-agricultural uses. The FAA requires consideration of "important farmlands," which it defines to include "all pasturelands, croplands, and forests (even if zoned for development) considered to be prime, unique, or of statewide or local importance."⁷⁵ According to Section 523.10(B) of the FPPA, lands identified as urbanized areas by the U.S. Census Bureau are not subject to the provisions of the FPPA.

According to the Natural Resources Conservation Service (NRCS), the Airport property does not contain prime or unique farmland or farmland of statewide importance.⁷⁶

⁷⁵ Federal Aviation Administration, Order 1050.1 Desk Reference, Chapter 6 *Farmlands*. Accessed: https://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/faa_nepa_order/desk_ref, January 2023.

⁷⁶ Natural Resources Conservation Service, Web Soil Survey. Accessed: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, March 2023.

Figure 2-44
Department of Transportation, Section 4(f) Properties



2.9.6 Hazardous Materials, Solid Waste, and Pollution Prevention

Federal laws, regulations, and EOs that relate to hazardous materials, solid waste, and pollution prevention include:

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 U.S.C. §§ 9601-9765);
- Emergency Planning and Community Right to Know Act (42 U.S.C. §§ 11001-11050);
- Federal Facilities Compliance Act (42 U.S.C. § 6961);
- Hazardous Materials Transportation Act (49 U.S.C. §§ 5101-5128);
- Oil Pollution Act of 1990 (33 U.S.C. §§ 2701-2762);
- Pollution Prevention Act (42 U.S.C. §§ 13101-13109);
- Toxic Substances Control Act (TSCA) (15 U.S.C. §§ 2601-2697);
- Resource Conservation and Recovery Act (RCRA) (42 U.S.C. §§ 6901-6992k);
- EO 12088, *Federal Compliance with Pollution Control Standards* (43 FR 47707);
- EO 12580, *Superfund Implementation* (52 FR 2923), (63 CFR 45871), and (68 CFR 37691); and
- EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management* (72 FR 3919); and
- EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance* (74 FR 52117).

2.9.6.1 Hazardous Materials

In a regulatory context, the terms “hazardous wastes,” “hazardous substances,” and “hazardous materials” have precise and technical meanings:

Hazardous Wastes. Subpart C of the RCRA defines hazardous wastes (sometimes called characteristic wastes) as solid wastes that are ignitable, corrosive, reactive, or toxic. Examples include waste oil, mercury, lead, or battery acid. In addition, Subpart D of the RCRA contains a list of specific types of solid wastes that the USEPA has deemed hazardous (sometimes called listed wastes). Examples include, degreasing solvents, petroleum refining waste, or pharmaceutical waste.

Hazardous Substances. Section 101(14) of the CERCLA defines hazardous substances broadly and includes hazardous wastes, hazardous air pollutants, or hazardous substances designated as such under the Clean Water Act and TSCA and elements, compounds, mixtures, solutions, or substances listed in 40 CFR Part 302 that pose substantial harm to human health or environmental resources. Pursuant to the CERCLA, hazardous substances do not include any petroleum or natural gas substances and materials. Examples include ammonia, bromine, chlorine, per- and polyfluoroalkyl substances (PFAS), aqueous firefighting foam, or sodium cyanide.

Five surveys at ANC identified per- and polyfluoroalkyl substances (PFAS), particularly perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), in soil and groundwater:

- 2020 ANC Postmark Bog PFAS Site Investigation:⁷⁷ PFAS compounds (PFOS and PFOA) were detected in all 43 shallow soil samples. Most exceeded ADEC Migration to Groundwater (MTG) cleanup levels for PFOS and/or PFOA, but did not exceed ADEC Human Health Direct Contact cleanup level of 1.6 mg/kg for either compound. PFOS concentrations ranged from 0.0018 to 1.06 mg/kg. PFOA concentrations ranged from 0.0011 to 0.0333 mg/kg.
- 2021 Alaska DOT&PH Statewide PFAS Addendum, Water Supply Well Search Work Plan:⁷⁸ PFAS compounds were detected at significant levels in groundwater (e.g., PFOS up to 23,000 ng/L), and traced primarily to historic and ongoing AFFF use. The well inventory targeted areas that were at risk of drinking water contamination. For affected properties, short-term use of alternative water supplies was recommended, with permanent municipal water connection recommended.
- 2021 ANC Taxiway Z West Expansion PFAS Site Investigation:⁷⁹ PFAS compounds (PFOS and PFOA) were detected in soil and groundwater samples collected along Taxiway Z. Groundwater PFOS concentrations reached up to 420 ng/L, and PFOA concentrations up to 110 ng/L. Several groundwater samples exceeded ADEC groundwater cleanup levels for PFOS (65 ng/L) and PFOA (15 ng/L). PFAS detections are attributed to historic and ongoing AFFF use in the area.
- 2022 ANC Taxiway Z West Expansion PFAS Site Investigation:⁸⁰ Follow-up sampling in the Taxiway Z West Expansion area detected PFAS compounds (PFOS and PFOA) in soil and groundwater. Groundwater PFOS concentrations reached up to 230 ng/L and PFOA concentrations up to 55 ng/L, both exceeding ADEC groundwater cleanup levels for PFOS (65 ng/L) and PFOA (15 ng/L). Results indicate PFAS migration attributable to historic and ongoing AFFF use in the area.
- 2024 ANC Fire Training Pit PFAS Site Characterization:⁸¹ PFOS concentrations in groundwater were frequently detected at levels greater than 1,500 ng/L and reached up to 36,000 ng/L, while PFOA concentrations reached up to 1,400 ng/L. These concentrations far exceed ADEC groundwater cleanup levels for PFOS (65 ng/L) and PFOA (15 ng/L), and EPA Maximum Contaminant Levels (MCLs, effective April 2024) of 4 ng/L for both PFOS and PFOA, confirming the Fire Training Pit area as a major PFAS source.

⁷⁷ Shannon & Wilson, Inc. 2020. Ted Stevens Anchorage International Airport PFAS Site Investigation: Postmark Bog Development Area. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1204021-20-2176-CRW-ANC-Postmark-Bog-Development-PFAS-Investigation-092120.pdf>, October 2025

⁷⁸ Shannon & Wilson, Inc. 2021. Alaska DOT&PH Statewide PFAS Addendum 033-ANC-01: Water Supply Well Search. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/ANC%20GWP%20Addendum.pdf>, October 2025

⁷⁹ Shannon & Wilson, Inc. 2021. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf>, October 2025.

⁸⁰ Shannon & Wilson, Inc. 2022. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf>, October 2025

⁸¹ Shannon & Wilson, Inc. 2024. Alaska DOT&PH Statewide PFAS, ANC Fire Training Pit Site Characterization Report. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/2024-ANC-FTP-Site-Characterization-Report-32097215.pdf>, October 2025

Ongoing sampling and monitoring are being conducted by ANC in coordination with the Alaska Department of Transportation and Public Facilities (DOT&PF) and ADEC. PFAS management at ANC to date includes capping, onsite water treatment, and temporary storage of PFAS-contaminated soils northwest of Taxiway K.

Hazardous Materials. According to 49 CFR Part 172.101, hazardous materials are any substances commercially transported that pose unreasonable risk to public health, safety, and property. These substances include hazardous wastes and hazardous substances, as well as petroleum and natural gas substances and materials. As a result, hazardous materials represent hazardous wastes and substances. Examples include household batteries, gasoline, or fertilizers. Aircraft fuel constitutes the largest quantity of hazardous substances stored and consumed at the Airport. The Airport has multiple locations where fuel is stored. Alaska Frontier Constructors operates a Jet A fuel tank at their location in the South Airpark, Building 301. Anchorage Executive Airport operates a 20,000-gallon Jet A underground fuel farm at their location in the South Airpark, Buildings 302 and 303. Atlantic Aviation operates fuel tanks at their location in the South Airpark, Buildings 334, 336, and 337. Anchorage Fueling and Service Company maintains a fuel storage facility at the Airport, which has nine storage tanks with a combined capacity of 34.2 million gallons of Jet A fuel. Fuel is brought to the storage facility through an underground pipeline. International Aviation Services operates a 20,000-gallon Jet A fuel tank and two 12,000-gallon AvGas tanks. On Airport property are 20 active ADEC contaminated sites, 84 cleanup complete sites, and 13 cleanup complete – institutional controls sites (**Figure 2-45**).⁸²

There are no Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites, commonly known as Superfund sites, on Airport property. The closest Superfund site to the Airport, about five miles northeast of the Airport, is the Standard Steel & Metal Salvage Yard (Site EPA ID: AKD980978787).⁸³

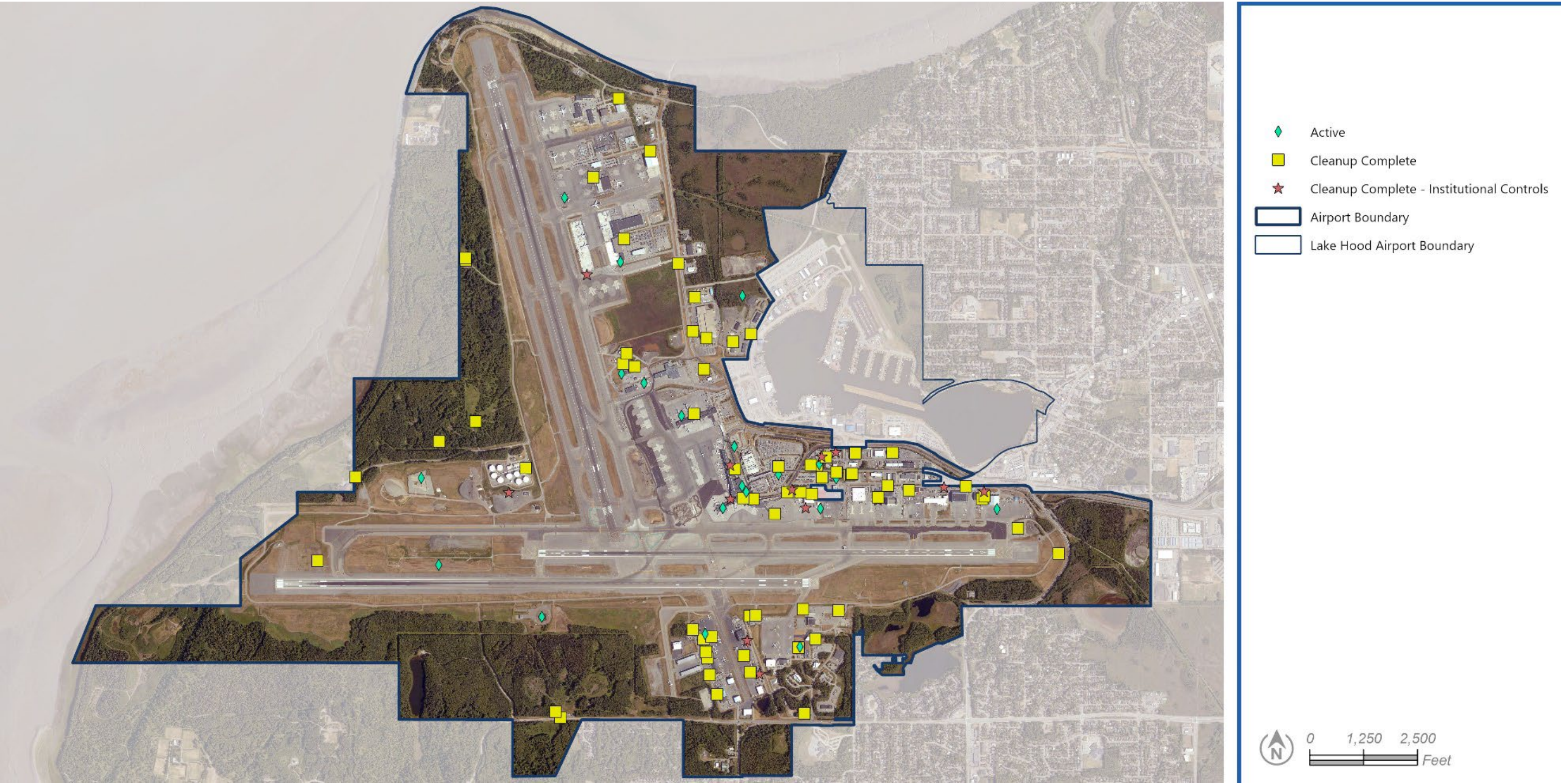
Deice trucks use Potassium Acetate liquid deicer. Sand trucks use NAAC Sodium Formate, and Sodium Formate/Acetate blend.⁸⁴

⁸² Alaska Department of Environmental Conservation, Division of Spill Prevention and Response, Contaminate Sites. Accessed: <https://dec.alaska.gov/spar/csp/>, February 2023.

⁸³ U.S. Environmental Protection Agency, Superfund, Search for Superfund Sites Where You Live. Accessed: <https://www.epa.gov/superfund/search-superfund-sites-where-you-live>, March 2023.

⁸⁴ Snow and Ice Control Plan 2020-2021, Ted Stevens Anchorage International Airport.

Figure 2-45
Active Alaska Department of Environmental Conservation Contaminated Sites



2.9.6.2 Solid Waste

Solid waste is defined by the implementing regulations of RCRA and includes refuse and scrap metal and spent materials. Solid waste and recycling services are provided by Alaska Waste and the MOA Solid Waste Services. The MOA operates the Anchorage Regional Landfill, about 13 miles northeast of the Airport.⁸⁵ According to the USEPA Landfill Methane Outreach Program (LMOP), the landfill is projected to be operational until 2043.⁸⁶ The AIAS removes solid waste generated at the Airport in accordance with ADEC's Solid Waste Program.

2.9.6.3 Pollution Prevention

Pollution prevention includes methods used to avoid, prevent, or reduce pollutant discharges. The USEPA issued a National Pollution Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP) for a Stormwater Pollution Prevention Plan (SWPPP) to the AIAS in 2009 authorizing stormwater discharge. Subsequently, the ADEC took primacy of the USEPA's NPDES permit program, now called the Alaska Pollutant Discharge Elimination System (APDES). The latest version the SWPPP was updated in August 2021 (APDES Permit Number AKR061001).⁸⁷ The SWPP covers drainage systems and deicing protocols at the Airport. The AIAS does not discharge stormwater in the Municipal Separate Storm Sewer System.⁸⁸ The AIAS has several control measures to manage pollution including grassy swales, constructed wetlands, oil/water separators, and water quality monitoring locations.

2.9.7 Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act (NHPA) (54 U.S.C. §§300101 et seq.) establishes the Advisory Council on Historic Preservation (ACHP). The ACHP oversees federal agency compliance with the NHPA. The NHPA also established the National Register of Historic Places (NRHP) that the NPS oversees. Other applicable statutes and EOs include:

- American Indian Religious Freedom Act (42 U.S.C. § 1996);
- Antiquities Act of 1906 (54 U.S.C. §§320301-320303);
- Archeological and Historic Preservation Act (54 U.S.C. §§ 312501-312508);
- Archeological Resources Act (16 U.S.C. §§ 470aa-470mm);
- USDOT Act, Section 4(f) (49 U.S.C. § 303);
- Historic Sites Act of 1935 (16 U.S.C. §§ 461-467);
- Native American Graves Protection and Repatriation Act (25 U.S.C. §§ 3001-3013);
- Public Building Cooperative Use Act (40 U.S.C. §§ 601a, 601a1, 606, 611c, and 612a4);

⁸⁵ Municipality of Anchorage, Solid Waste Services, Disposal Locations. Accessed: <https://www.muni.org/departments/sws/dispose/pages/default.aspx>, March 2023.

⁸⁶ U.S. Environmental Protection Agency, Landfill Methane Outreach Program (LMOP). Accessed: <https://www.epa.gov/lmop/project-and-landfill-data-state>, March 2023.

⁸⁷ Alaska Department of Transportation and Public Facilities, Ted Stevens Anchorage International Airport, Stormwater Pollution Prevention Plan for Ted Stevens Anchorage International Airport (ANC) January 2020 v.2 August 2021.

⁸⁸ Alaska Department of Transportation and Public Facilities, Ted Stevens Anchorage International Airport, Stormwater Pollution Prevention Plan for Ted Stevens Anchorage International Airport (ANC) January 2020 v.2 August 2021.

- EO 11593, *Protection and Enhancement of the Cultural Environment* (36 FR 8921);
- EO 13006, *Locating Federal Facilities on Historic Properties in Our Nation's Central Cities* (61 FR 26071);
- EO 13007, *Indian Sacred Sites* (61 FR 26771);
- EO 13175, *Consultation and Coordination with Indian Tribal Governments* (65 FR 67249);
- Executive Memorandum, Government-to-Government Relations with Native American Tribal Governments (April 29, 1994);
- Executive Memorandum on Tribal Consultation (Nov. 5, 2009) (65 FR 67249); and
- USDOT Order 5650.1, *Protection and Enhancement of the Cultural Environment*.

According to the NPS, there is one NRHP-listed building on Airport property, the Kulis Hangar.⁸⁹ The Kulis Hangar was a part of the former Kulis Air National Guard Base, which opened in the spring of 1955. The Kulis Hangar is owned by AIAS and is located in what is now called the South Airpark (see **Figure 2-44**).

The Alaska Historic Preservation Act (AHPA; Alaska Statute [AS] 41.35.010-41.35.240) similarly addresses the treatment of cultural resources by undertakings under state jurisdiction, such as those requiring state permits, licenses, lands, or approvals. AHPA is a law that establishes state title to all historic, prehistoric, and archaeological resources located on state-owned or -controlled land including structures, buildings, ruins, sites, graves, artifacts, or fossils. There are several Alaska Heritage Resources Survey (AHRs) sites on Airport property that are eligible for historic designation; however, the location of these sites is protected due to their sensitive nature.⁹⁰

The Dena'ina have resided in this area for at least the last 1,500 years.^{91 92} Two prehistoric Dena'ina sites located within or adjacent to the Airport property have been recorded in the AHRs. Point Woronzof is a prehistoric/historic village site; recorded as a summer fish camp, place-name evidence identifies the importance of this location, with the name Nuch'ishtunt ("Place Protected from the Wind"). A fishing platform, or tanik'edi, was also set at Point Woronzof for dip netting as salmon runs commenced. Associated with tanik'edi is Q'is Kaq, a natural fresh-water spring that was reported as located adjacent to a summer fish camp.^{93 94} Both Native Village of Eklutna and Knik Tribal Council have expressed the importance of this area during previous Airport planning efforts.

⁸⁹ National Park Service, National Register of Historic Places. Accessed: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, August 2024.

⁹⁰ Alaska Heritage Resources Survey, May 2023.

⁹¹ Fall, Davis and Dena'ina Team, *An Overview of Dena'ina Athabascan Uses of Sites on and near Elmendorf Air Force Base*, Alaska. 2003.

⁹² Kari and Fall, *Shem Pete's Alaska: The Territory of the Upper Cook Inlet Dena'ina*, University of Alaska Press, 2003.

⁹³ Fall, Davis and Dena'ina Team, *An Overview of Dena'ina Athabascan Uses of Sites on and near Elmendorf Air Force Base*, Alaska. 2003.

⁹⁴ Kari and Fall, *Shem Pete's Alaska: The Territory of the Upper Cook Inlet Dena'ina*, University of Alaska Press, 2003.

Cultural resource surveys have been conducted near the Airport since the 1930s. The Point Woronzof area, which was identified as an area of concern to local tribes during previous consultation efforts, has been surveyed on several different occasions. Section 106 compliance surveys, Cold War Air Defense military installation historic building and structure surveys, and Native ethnographic and historic land use studies have also been conducted near the Airport. While cultural resource investigations have been conducted within and adjacent to the Airport, it is likely that undocumented cultural resources may be located on or adjacent to the Airport.

There are nearly 200 Native Tribes listed on the Tribal Directory Assessment Tool (TDAT) that may have interest in the projects that occur in Alaska.⁹⁵ The Airport and Master Plan Update team members understand that an important element of the process included engaging with Native Tribes who have traditionally used the area in Northwest Anchorage. Representatives from the following four Native Tribes participated in the 2014 Master Plan process:

- Chickaloon Village Traditional Council
- Native Village of Eklutna
- Knik Tribal Council
- Native Village of Tyonek

Representatives of each Native Tribe were again invited to participate in the 2022 Master Planning process; however, Native Tribe representatives have elected not to participate as of June 2024.

2.9.8 Land Use

Various statutes, regulations, and EOs relevant to land use include:

- Airport and Airway Improvement Act of 1982, and subsequent amendments (49 U.S.C. 47107(a)(10));
- Airport Improvement Program (49 U.S.C. 47106(a)(1);
- Airport Safety, Protection of Environment, Criteria for Municipal Solid Waste Landfills (40 CFR § 258.10); and
- state and local regulations.

Incompatible land use causes conflict between airport sponsors and their adjacent communities. Development adjacent to airports often encroaches upon them and limits their service capabilities. When incompatible land uses encroach upon airports, FAA requirements for airspace and land use protection become key concerns. If airport sponsors fail to meet FAA and

⁹⁵ U.S. Department of Housing and Urban Development, Tribal Directory Assessment Tool. Accessed: <https://egis.hud.gov/TDAT/>, March 2023.

state requirements, they can lose access to significant grant-in-aid funds, impacting local economies and airport services.

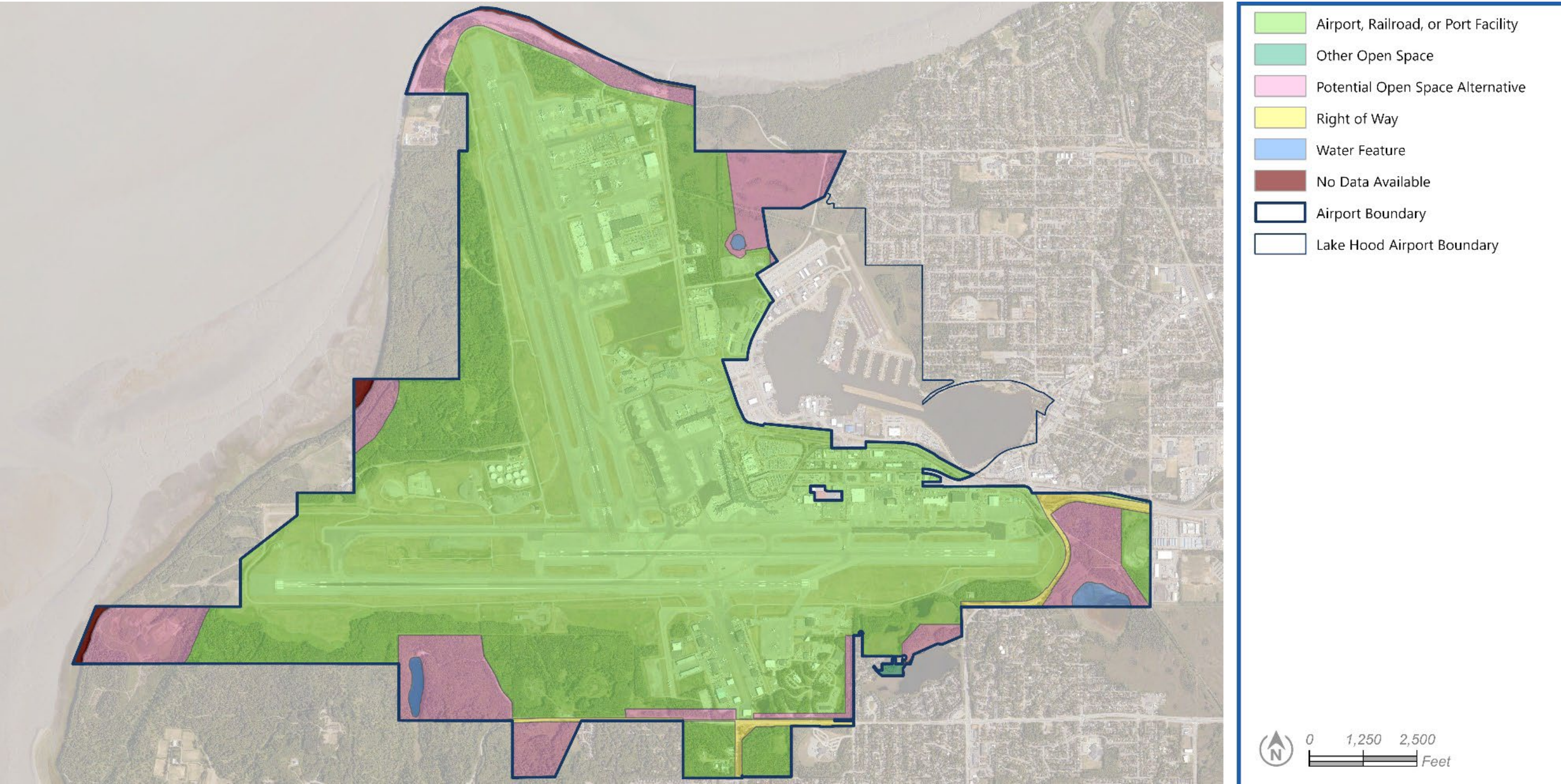
FAA has specific definitions, regulations, and assurances to enforce airspace protection; aircraft safety; and airport design, management, and operations. Moreover, federal grant assurances require airport sponsors to comply with specific airport performance measures. Airport sponsors accept these assurances as a condition of receiving federal funds. The Airport has received FAA funds and is, therefore, subject to all FAA grant assurances, including land use protection.

Airport property contains land designated by the MOA as Airport, Railroad, or Port Facility, Other Open Space, Potential Open Space Alternative, Right of Way, and Water Feature (see **Figure 2-46**). Other Open Space applies to non-municipal public and private open spaces that function as part of the MOA system of parks, open spaces, outdoor recreational facilities, and natural preservation areas.⁹⁶ The Potential Open Space Alternative lands are development reserves subject to owner facility and associated jurisdictions and reflects natural open space or possible recreation as an alternative use should some of these areas be preserved or change ownership.⁹⁷

⁹⁶ Municipality of Anchorage, Anchorage 2040 Land Use Plan. Accessed: <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>, February 2023.

⁹⁷ Municipality of Anchorage, Anchorage 2040 Land Use Plan. Accessed: <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>, February 2023.

Figure 2-46
Land Use at the Airport



2.9.9 Natural Resources and Energy Supply

Statutes and EOs that are relevant to natural resources and energy supply include:

- Energy Independence and Security Act (42 U.S.C. § 17001 et seq.);
- Energy Policy Act (42 U.S.C. § 15801 et seq.);
- EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management* (72 FR 3919); and
- EO 13514, *Federal Leadership in Environmental, Energy, and Economic Performance* (74 FR 52117); and
- EO 13834, *Efficient Federal Operations* (83 FR 23771).

Natural resources (e.g., water, asphalt, aggregate, etc.) and energy use (e.g., fuel, electricity, etc.) at an airport is a function of the needs of aircraft, support vehicles, airport facilities, support structures, and terminal facilities. Energy use at the Airport is primarily in the form of electricity required for the operation of Airport-related facilities (e.g., terminal, fixed-base operator (FBO), hangars, airfield lighting) and fuel for aircraft, aircraft support vehicles/equipment, and Airport maintenance vehicles/equipment.

The Chugach Electric Association provides electricity, ENSTAR provides natural gas, and the Anchorage Water and Wastewater Utility provides public water and sewer service to the developed areas of the Airport.⁹⁸

The AIAS has implemented several measures to reduce energy consumption, including installing automated light switches in buildings, replacing low efficiency lighting with high efficiency lighting, and replacing traditional boilers with high efficiency boilers. In 2012, the AIAS replaced its existing fuel dispensing system and upgraded the fueling controls and fuel management system at the Quick-Turnaround Facility Fueling Canopy. This resulted in reduced travel time and fuel usage for refueling.

Cardboard recycling from Airport tenants and State of Alaska operations prevented more than 150,000 pounds of cardboard from going to the landfill in 2010 and 300,000 pounds in 2011. Other materials recycled from the Airport include newspaper, office paper, scrap metals, reclaimed / reground asphalt, concrete, used oil, printer and toner cartridges, and other materials.

⁹⁸ Municipality of Anchorage, Residents, Utilities. <https://www.muni.org/residents/pages/utilities.aspx>, March 2023.

2.9.10 Noise and Noise-Compatible Land Use

Statutes and EOs relevant to noise and noise-compatible land use include:

- The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968 (49 U.S.C. § 44715);
- The Noise Control Act of 1972 (42 U.S.C. §§ 4901-4918);
- Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. § 47501 et seq.);
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47101 et seq.);
- Airport Noise and Capacity Act of 1990 (49 U.S.C. §§ 47521-47534, §§ 106(g);
- Section 506 of the FAA Modernization and Reform Act of 2012, *Prohibition on Operating Certain Aircraft Weighing 75,000 Pounds of Less Not Complying with Stage 3 Noise Levels* (49 U.S.C. §§ 47534); and
- State and local noise laws and ordinances.

Day-Night Sound Level (DNL) is based on sound levels measured in relative intensity of sound, decibels (or dB) on the "A-weighted scale" (or dBA) over a time-weighted average normalized to a 24-hour period.⁹⁹ DNL has been widely accepted as the best available method to describe aircraft noise exposure. The USEPA identifies the DNL as the principal metric for aircraft noise analysis. The FAA requires DNL as the noise descriptor for use in aircraft noise exposure analysis and noise compatibility planning. DNL levels are commonly shown as lines of equal noise exposure, like terrain contour maps, referred to as noise contours. All residential areas are considered compatible with cumulative noise level below DNL 65 dBA.

Title 14 of CFR Part 150, Airport Noise Compatibility Planning regulates airport noise associated with air operation. Part 150 requires the use of DNL to determine existing and potential (projected to occur in the future) noise levels based on forecasts. The FAA Aviation Environmental Design Tool (AEDT) generates the DNL noise contours. The AEDT evaluates noise impacts near an airport, considering fleet mix, numbers of operations, flight tracks, and time of day. The purpose of the Part 150 study is to identify existing and potential future noise exposure, evaluate various alternatives, and make recommendations on viable noise abatement or mitigation measures. The Part 150 Study process has two steps:

- 1) Establish Noise Exposure Maps (NEMs), which identify the levels of airport noise in areas around the airport; and
- 2) Develop a Noise Compatibility Program (NCP) designed to reduce the number of people and/or incompatible land uses within the airport's noise contours.

The NEMs are submitted to the FAA for acceptance, and the NCP is submitted to FAA for approval. If approved, the NCP measures or recommendations are eligible for implementation and federal funding.

⁹⁹ Federal Aviation Administration, Technical Support for Day/Night Average Sound Level (DNL) Replacement Metric Research, Final Report, June 14, 2011.

Airports are not required to complete Part 150 studies, but there are financial incentives for doing so as federal funds are available to prepare Part 150 studies and for implementing measures recommended in the NCP. For example, the NCP allowed the Airport to receive federal funding to implement a Residential Sound Insulation Program (RSIP) and other measures. Part 150 studies generally have a 5-year planning horizon and identify/evaluate current and future noise/land use.

The 2014 Master Plan Update identified several incompatible land uses within the DNL 65 dB noise contour near the Airport.¹⁰⁰ However, the AIAS completed an FAA FAR Part 150 Noise Compatibility Study in 1987 with the NCP approved by the FAA in 1988. Since then, the AIAS has updated its NCP in 2000 and again in 2015. As such, some of the incompatible land uses (i.e., residences) have been sound insulated in compliance with the FAA-approved NCPs, and therefore, are compatible land uses. The most recently FAA-accepted NEMs and FAA-approved NCP are from 2015.

2.9.10.1 Noise Exposure Maps (NEMs)/Noise Contours

Part 150 regulations identify the requirements for developing NEMs and the information that must be included in them. NEMs must show noise contours (65, 70, and 75 DNL) and identify non-compatible land uses within these. Noise contour maps must depict the average annual DNL in areas around the airport. Since DNL noise contours represent annual average conditions, the noise levels that people hear (single event levels) are different than the metric used in the analysis. DNL is based upon the type of aircraft operated, the number of operations, the runways used, the aircraft flight tracks, and the timing of operations. Appendix A of 14 CFR Part 150 outlines land uses that are considered compatible with the DNL 65-, 70-, and 75-dB noise contours. Only those noise sensitive uses within the DNL 65 dB and greater noise contours are eligible for federal funding for mitigation measures (e.g., acquisition or insulation).

The AIAS developed noise contours for the 2009 base year and noise contours for future 2020 noise contour forecast conditions. The 2009 base year noise contours are depicted in **Figure 2-47** and the 2020 future noise contours are depicted in **Figure 2-48**. The 2009 base year contours contain incompatible land uses within the 75 dB DNL noise contour near the Airport (see **Figure 2-49**).¹⁰¹ Near the Runway 15 end there is a portion of Point Woronzof Buffer Park and the Tony Knowles Coastal Trail within the 75 dB DNL. Near the Runway 7 end there is a portion of the Kincaid Park Trail Network within the 75 dB DNL. The compatible land use standards found in 14 CFR Part 150, *Airport Noise Compatibility Planning*, Appendix A, Table 1, show there is a significant impact in parks above 75 dB DNL. FAA Order 1050.1G states, "Special

¹⁰⁰ RS&H. Ted Stevens Anchorage International Airport, 2014 Master Plan Update, 2014.

¹⁰¹ RS&H. Ted Stevens Anchorage International Airport, 2014 Master Plan Update, 2014.

consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within Section 4(f) properties (including, but not limited to, noise sensitive areas within national parks; national wildlife and waterfowl refuges; and historic sites, including traditional cultural properties) where the land use compatibility guidelines in 14 CFR Part 150 are not relevant to the value, significance, and enjoyment of the area in question." For example, the DNL 65 dB threshold does not adequately address the impacts of noise on visitors to areas within a national park or national wildlife and waterfowl refuge where other noise is very low, and a quiet setting is a generally recognized purpose and attribute. Further evaluation would be needed to determine if the land use guidelines are relevant to the parks near the Airport. There are no residential areas within the 65 dB DNL.

Figure 2-47
2009 NEM Noise Contours

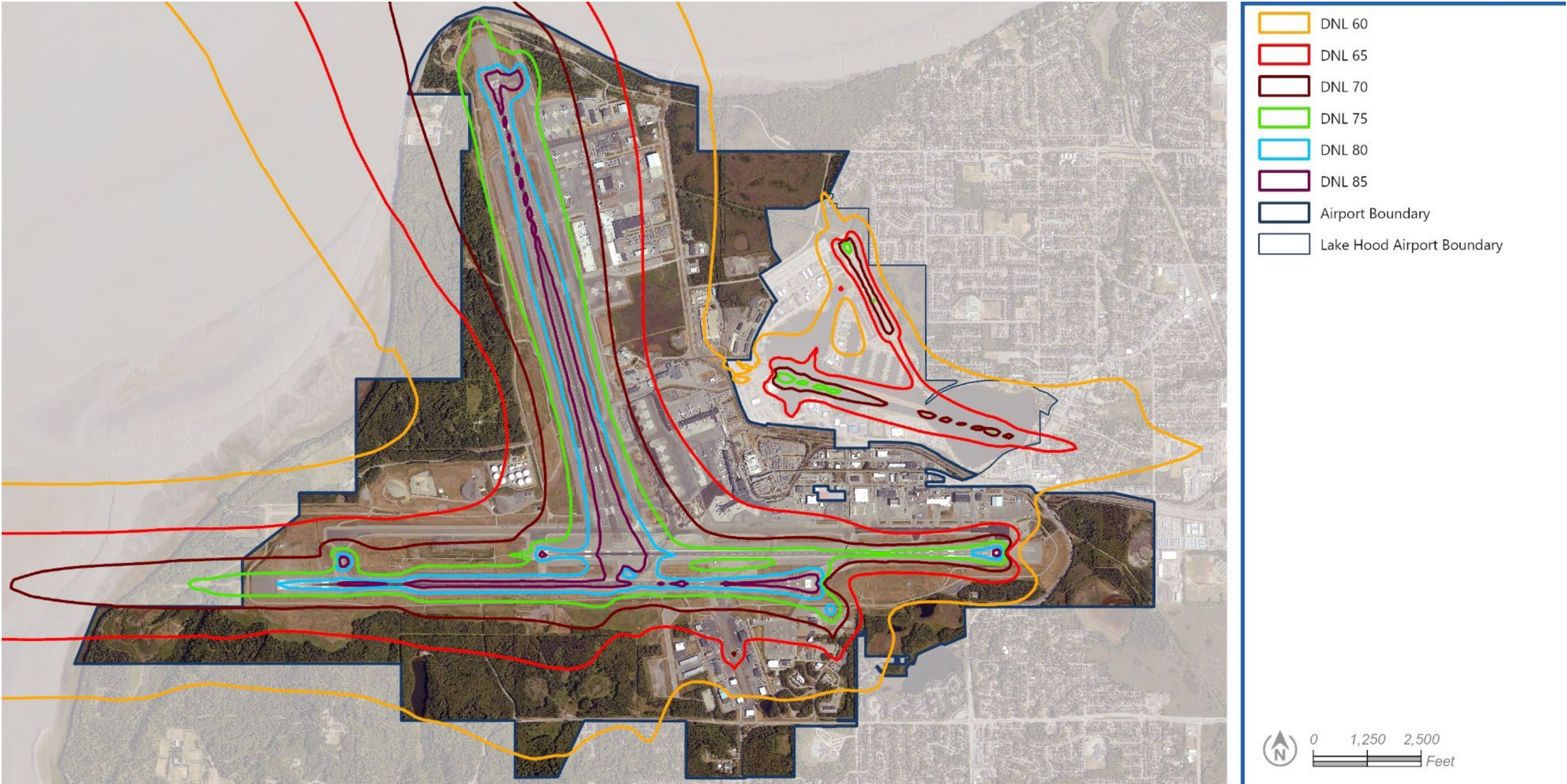
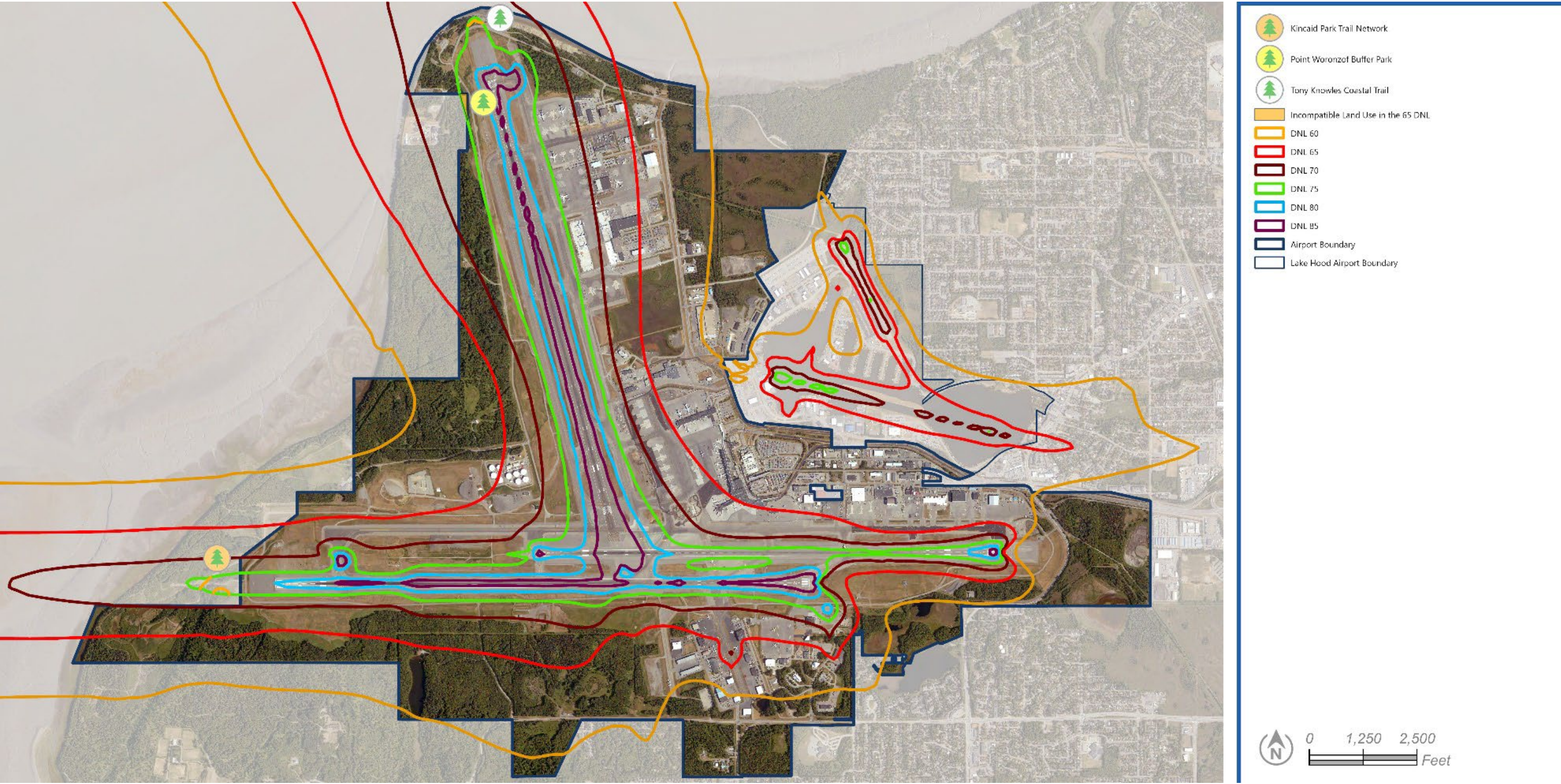


Figure 2-48
2020 NEM Noise Contours



Figure 2-49
Incompatible Land Uses in the 2009 NEM Noise Contours



2.9.10.2 Noise Compatibility Program (NCP)

The NCP includes all the measures that are recommended for reducing noise impacts and non-compatible land uses within the Airport's noise contours. There are two main types of measures included in NCPs:

- 1) Operational or noise abatement measures (i.e., changes in Airport facilities and / or Air Traffic Control procedures intended to reduce noise exposure to the surrounding community); and
- 2) Land use measures and administrative measures (i.e., changes in land use or land use regulations to reduce construction or operation of non-compatible uses within the Airport's noise contours). As discussed earlier, the most recent NCP was approved by FAA in 2015.

The approved 1999 NCP resulted in the AIAS establishing a voluntary preferential runway use program to minimize noise impacts on nearby residential areas. The normal flow of traffic operations, contingent upon weather and pilot judgment, includes arrivals to the east or south and departures to the north or west. It is likely that this measure has played the greatest role in minimizing noise impacts.

In 2001, the AIAS implemented a Residential Sound Insulation Program (RSIP) to reduce inside noise levels for homes within the 65 DNL contour. The RSIP makes soundproofing improvements, which include installing acoustically rated windows and doors, to eligible homes to reduce interior noise to or below 45 DNL. Under the RSIP, the AIAS sound insulated more than 880 homes impacted by aircraft noise since 2001.¹⁰² Funding for the last area of homes within the previous eligibility boundaries was granted and the homes owned by residents who applied for coverage were soundproofed in Fiscal Year (FY) 2013. The AIAS completed construction in the summer of 2013 with post construction testing and financial close out extending into FY 2014.

In the 2015 NCP Update, the FAA approved a voluntary reduced use of reverse thrust from landing jets as a noise abatement measure. Several measures to continue reducing noise impacts to the community from the 2000 NCP were recommended for continuation:

- Continuing insulation of residential structures was approved subject to meeting the requirements outlined in the 2000 NCP; and
- Informing potential homeowners and renters they may be exposed to increased noise levels; and
- Building code requirements with sound attenuation in new developments; and
- Zoning code standards including sound attenuation; and
- Development of "Fly Quiet Report Card" and Pilot Awareness Program; and
- Continuation of public information program and noise information page on Airport website; and

¹⁰² Airport Staff, 2014.

- Comment submittal form available to the public on the Airport website; and
- Addressing noise comments by existing airport staff; and
- Installation of new flight tracking system that can also track noise; and
- Updating the NEM and NCP as conditions change.

The AIAS is planning on updating the NCP in 2024.

2.9.11 Socioeconomics and Children’s Health and Safety Risks

The primary considerations of socioeconomics analysis are the economic activity, employment, income, population, housing, public services, and social conditions of the area. The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (42 U.S.C. § 61 et seq.), implemented by 49 CFR Part 24, is the primary statute related to socioeconomic impacts. EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks* (62 FR 19885) is the primary directive relevant to children’s health and safety risks.

Airport property intersects four Census Block Groups as outlined in **Table 2-33** and depicted in **Figure 2-50**.¹⁰³

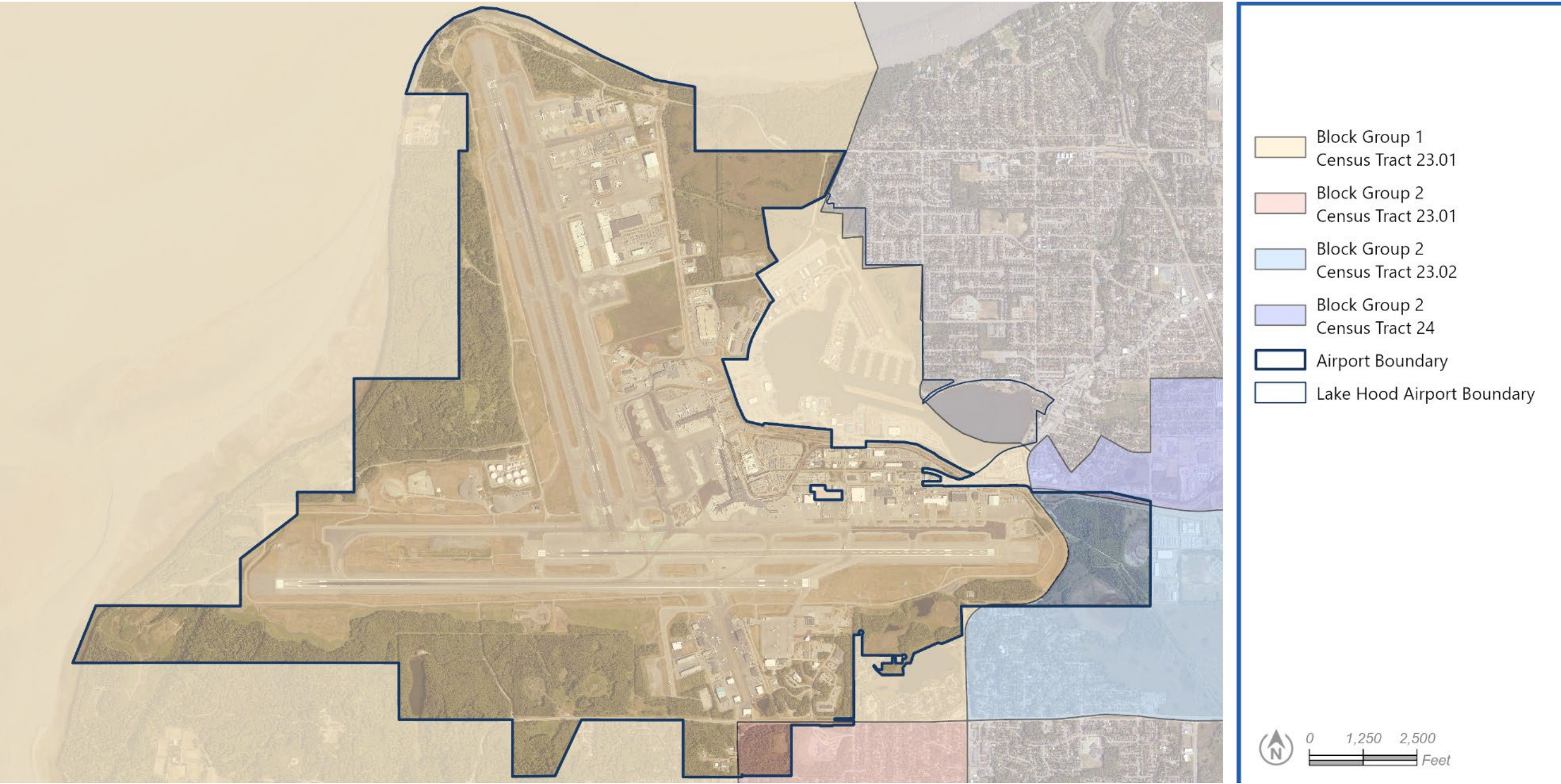
Table 2-33
Census Tract Block Groups Intersecting Airport Property

Census Tract	Block Group
23.01	1
23.01	2
23.02	2
24.00	2

Source: US Census Bureau

¹⁰³ U.S. Census Bureau, Geography. Accessed: <https://data.census.gov/advanced>, February 2023.

Figure 2-50
Census Block Groups Overlapping Airport Property



2.9.11.1 Socioeconomics

Population and Housing

Table 2-34 compares population and housing data for the Airport census tracts compared to the MOA and the State of Alaska. The highest percentage of occupied households is in the four Census Block Groups that intersect Airport property (the Airport Census Tracts) and the highest average persons per household are in the Airport Census Tracts.

Table 2-34
Population and Housing Characteristics

Characteristic	Airport Census Tracts	Municipality of Anchorage	State of Alaska
Total Population	8,180	291,247	733,391
Total Households	3,071	118,640	326,200
Percent Households Occupied	93.7	92.2	82.5
Average Persons Per Household	2.6	2.5	2.2

Source: U.S. Census Bureau, 2020

Economic Activity and Income

With nearly half the Alaska’s population in Anchorage, the MOA is the center of commerce for the State of Alaska. Many statewide industries, including oil and gas, finance and real estate, transportation, communications, and governmental agencies have their headquarters in Anchorage. **Table 2-35** lists the largest occupations in Anchorage.

Table 2-36 compares the median income for the Airport Census Tracts compared to the MOA and the State of Alaska.

Table 2-35

Largest Occupations in Anchorage, Alaska, May 2022

Occupation	Employment
Retail Salespersons	5,010
Registered Nurses	4,550
Stockers and Order Fillers	4,090
Home Health and Personal Care Aides	4,010
Fast Food and Counter Workers	3,830
General and Operations Managers	3,530
Office Clerks, General	2,970
Janitors and Cleaners, Except Maids and Housekeeping Cleaners	2,560
First-Line Supervisors of Office and Administrative Support Workers	2,400
Bookkeeping, Accounting, and Auditing Clerks	2,400

Source: Bureau of Labor Statistics, 2022.

Table 2-36

Income Characteristics

Characteristic	Airport Census Tracts	Municipality of Anchorage	State of Alaska
Average Median Income	\$123,893	\$86,654	\$77,845

Source: U.S. Census Bureau, 2021.

The socioeconomic situation in a community or region can have a significant impact on the future demand for air travel and air traffic activity. Local population, employment, and income are key socioeconomic factors that affect aviation demand. However, a large portion of the activity at the Airport is associated with international air cargo and non-Alaska visitors, as reported by the University of Alaska Anchorage Institute of Social and Economic Research (ISER) in 2007.¹⁰⁴ The contribution of the Airport to the economy of the community and Alaska goes beyond the generation of jobs and payroll from providing air transport and other services. The Airport is part of the transportation system that links Alaskans and Alaska businesses to each other and to the rest of the world.

Employment

Table 2-37 compares unemployment rates for the Airport Census Tracts compared to the MOA and the State of Alaska. The Airport Census Tracts have the lowest unemployment percentage, while the State of Alaska has the highest unemployment percentage.

¹⁰⁴ Institute of Social and Economic Research, Ted Stevens Anchorage International Airport: Economic Significance, 2007.

Table 2-37
Employment Characteristics

Characteristic	Airport Census Tracts	Municipality of Anchorage	State of Alaska
Percent Unemployed	5.3	6.6	7.0

Source: U.S. Census Bureau, 2020

Public Services

The Airport Police and Fire Department provide police, firefighting, and emergency medical services.¹⁰⁵ The closest hospital is the Saint Elias Specialty Hospital, over four miles east of the Airport.¹⁰⁶

2.9.11.2 Children’s Health and Safety

Environmental health risks and safety risks that could disproportionately affect children include risks that are attributable to products or substances that a child is likely to contact or ingest, such as air, food, drinking water, recreational waters, and soil. While there is hazardous waste and contaminated sites on the Airport, children do not have access to these areas and are not exposed to them.

There are no schools, daycares, or childcare facilities on Airport property. The closest school Kincaid Elementary School, near the southern boundary of the Airport.¹⁰⁷ There are two childcare facilities that are adjacent to Airport property, the YMCA – Kincaid School Age-Child Development Site and Bright Beginnings Early Learning Center.¹⁰⁸ However, these facilities are outside the 65 dB DNL for noise-sensitive land uses.

2.9.12 Visual Effects

There is no federal statutory or regulatory requirement that regulates light emissions or visual impacts. FAA Order 1050.1G describes factors to consider for light emissions and visual resources/visual character.

2.9.12.1 Light Emissions

Various lighting features currently illuminate portions of the Airport, such as buildings, access roadways, automobile parking areas, and airfield lighting, such as taxiway lighting and runway

¹⁰⁵ Ted Stevens Anchorage International Airport, Airport Police & Fire. Accessed: <https://ancairport.com/about/airport-police-fire/>, March 2023.

¹⁰⁶ U.S. Environmental Protection Agency, NEPAassist, Places, Hospitals. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, March 2023.

¹⁰⁷ U.S. Environmental Protection Agency, NEPAassist, Places. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, September 2024.

¹⁰⁸ Department of Health and Safety, Homeland Infrastructure Foundation-Level Data (HIFLD): Child Care Centers. Accessed: <https://hifld-geoplatform.hub.arcgis.com/datasets/geoplatform::child-care-centers/explore>, September 2024.

lighting, for the safe and secure movement of people and vehicles (e.g., aircraft, passenger cars, etc.). Airport light emissions are continuous because the Airport operates 24 hours per day, requiring lighting at the terminals and other operational areas. The AIAS does not typically light the undeveloped areas outside of the Air Operations Area (AOA).

2.9.12.2 Visual Resources and Visual Character

Structures at the Airport include, but are not limited to, FBOs, hangars, and maintenance buildings. There are residences bordering Airport property to the south and east. However, there is no direct line of sight as these neighborhoods have vegetation buffers blocking direct line of sight to the Airport facilities. The visual character of the developed areas of the Airport are consistent with surrounding commercial and industrial developed areas. The undeveloped areas of the Airport and nearby areas are generally a combination of delta outwash from previous glaciers combined with vegetation covered sand dunes that produce undulating terrain adjacent to Cook Inlet. Airport property generally includes two distinct terrain characters: the undulating terrain perched on a plateau, and lower and flatter lowland adjacent to Cook Inlet. The upper area provides views of distant mountains and overlooks the lower terrain and Cook Inlet.

2.9.13 Water Resources

Water resources include wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. These resources typically function as a single, integrated natural system that are important in providing drinking water in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems.

2.9.13.1 Wetlands

Statutes and EOs that are relevant to wetlands include:

- EO 11990, *Protection of Wetlands* (42 FR 26961);
- Clean Water Act (33 U.S.C. §§ 1251-1387);
- Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d) ;
- USDOT Order 5660.1A, *Preservation of the Nation's Wetlands*; and
- State statutes protecting wetlands.

The Clean Water Act defines wetlands as "...those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."¹⁰⁹ The U.S. Army Corps of Engineers' (USACE) wetland delineation manual requires that positive indicators of a wetland be present for hydrophytic vegetation, hydric soil, and

¹⁰⁹ U.S. Environmental Protection Agency, Section 404 of the Clean Water Act. Accessed: <https://www.epa.gov/cwa-404/section-404-clean-water-act-how-wetlands-are-defined-and-identified>, January 2023.

hydrology. Wetlands are defined by their hydrology, abundance of hydrophytic plants and abundance of hydric soils.¹¹⁰

According to the National Wetland Inventory (NWI), wetlands exist near the Airport and on Airport property (see **Figure 2-51**).¹¹¹ The wetlands are concentrated in three separate areas: (1) the northeastern portion of Airport property, (2) the southeastern portion of Airport property, and (3) along Airport property that is directly adjacent to the shoreline to the north and west. The MOA also maintains a database of wetlands that are rated by value (see **Figure 2-52**).¹¹² The MOA wetlands are mostly in the northeastern and southeastern portions of Airport property. Wetland communities on Airport property predominantly include shrub-ericaceous bogs and black spruce (*Picea mariana*) forests.

2.9.13.2 Floodplains

Statutes and EOs that are relevant to floodplains include:

- EO 11988, *Floodplain Management* (42 FR 26951);
- National Flood Insurance Act (42 U.S.C. § 4001 et seq.);
- USDOT Order 5650.2, *Floodplain Management and Protection*; and
- State and local statutes protecting floodplains

Floodplains are "...lowland areas adjoining inland and coastal water which are periodically inundated by flood waters, including flood-prone area of offshore islands."¹¹³ Floodplains are often referred to in terms of the 100-year floodplain, rather, the one percent chance of a flood occurring in any given year. The USDOT Order 5650.2 outlines the policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of adverse floodplain impacts in agency actions, planning programs, and budget requests. Therefore, the objective is to avoid, to the extent practicable, any impacts within the 100-year floodplain.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), there are floodplains near the Airport and on Airport property (see **Figure 2-53**).¹¹⁴ The

¹¹⁰ U.S. Army Corps of Engineers, Corps of Engineers Wetland Delineation Manual. Accessed:

<https://www.lrh.usace.army.mil/Portals/38/docs/USACE%2087%20Wetland%20Delineation%20Manual.pdf>, February 2023.

¹¹¹ U.S. Fish and Wildlife Service, National Wetlands Inventory. Accessed: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, February 2023.

¹¹² Municipality of Anchorage, Wetlands. Accessed: <https://www.muni.org/departments/ocpd/planning/zoning/pages/wetlands.aspx>, May 2023.

¹¹³ Federal Aviation Administration, Order 1050.1 Desk Reference, Chapter 14 *Water Resources*. Accessed:

https://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/faa_nepa_order/desk_ref, February 2023.

¹¹⁴ Federal Emergency Management Agency, Flood Map Service Center, Flood Insurance Rate Maps 0200050710D (effective 9/25/2009), 0200050730D (effective 9/25/2009), 0200050715D (effective 9/25/2009), 0200050720D (effective 9/25/2009), 0200050740D (effective 9/25/2009), 0200050739D (effective 9/25/2009), 0200050741D (effective 9/25/2009), Accessed: <https://msc.fema.gov/portal/search>, February 2023.

floodplains are concentrated in the eastern portions of Airport property, as well as along Airport property that is directly adjacent to the shoreline to the north and west.

Figure 2-51
National Wetland Inventory Wetlands

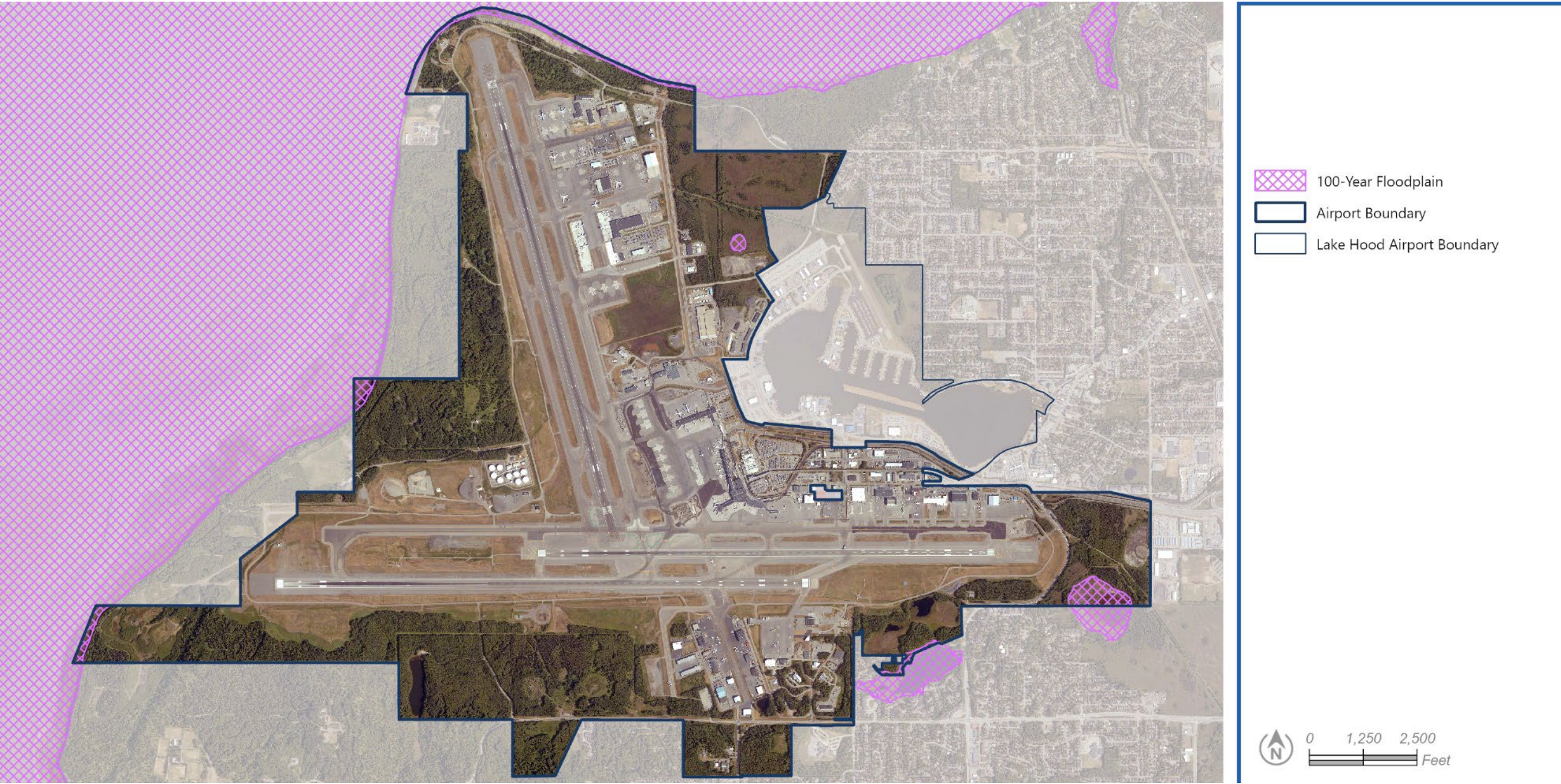


Figure 2-52
Municipality of Anchorage Wetlands



Sources: Esri, 2023; MOA, 2023; RS&H, 2023

Figure 2-53
Floodplains



2.9.13.3 Surface Waters

Statutes that are relevant to surface water include:

- Clean Water Act (33 U.S.C. §§ 1251-1387);
- Fish and Wildlife Coordination Act (16 U.S.C. § 661-667d);
- Rivers and Harbors Act (33 U.S.C. § 401 and 403);
- Safe Drinking Water Act (42 U.S.C. §§ 300(f)-300j-26; and
- State statutes protecting surface waters.

Surface waters include areas where water collects on the surface of the ground, such as streams, rivers, lakes, ponds, estuaries, and oceans. Airport property contains several water bodies: Meadow Lake, Delong Lake, Sullivan Pond, Little Campbell Lake, Connors Lake, and several unnamed water bodies (see **Figure 2-54**).¹¹⁵

To make sure operations at the Airport do not degrade nearby water bodies, the AIAS implemented a comprehensive SWPPP that contains several best management practices (BMPs). The most recent SWPPP was approved in August 2021. The SWPPP has two purposes: 1) to integrate other Airport environmental compliance programs to prevent stormwater pollution and 2) to meet requirements of the Airport's 2009 National Pollutant Discharge Elimination System (NPDES) stormwater discharge permit, which subsequently transferred to the APDES¹¹⁶.

¹¹⁵ U.S. Environmental Protection Agency, NEPAAssist, Water Features, Water Bodies. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, February 2023.

¹¹⁶ Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport Storm Water Pollution Prevention Plan, 2009.

Figure 2-54
Surface Waters on Airport Property



2.9.13.4 Groundwater

Statutes relevant to groundwater include:

- Safe Drinking Water Act (42 U.S.C. §§ 300(f)-300j-26); and
- State statutes protecting groundwater.

Groundwater is described as the “subsurface water that occupies the space between sand, clay, and rock formations.”¹¹⁷ The Airport is in the Knik Arm-Frontal Cook Inlet Watershed (HUC12: 190204010808), and the North Fork Campbell Creek Watershed (HUC12: 190204010603).¹¹⁸ The Airport is not within a sole source aquifer.¹¹⁹

The Airport’s watershed covers approximately 5,000 acres and includes five sub-watersheds, designated Drainage Basin ‘A’ through ‘E’, with each of these sub-watersheds draining to a separate discharge point in Lake Spenard, Lake Hood, Knik Arm or Turnagain Arm.¹²⁰

The area near the Airport generally includes a shallow, unconfined aquifer and a deep, confined aquifer. The relatively impermeable clay fraction of the Bootlegger Cove Formation significantly influences drainage and water quality near the Airport.¹²¹ On most Airport property and throughout most of the surrounding region, a shallow, unconfined aquifer is perched above the extensive cohesive deposits of the Bootlegger Cove formation. Beneath the Bootlegger Cove deposits is a confined aquifer kept under pressure by the impervious clay cap.¹²²

Groundwater is sometimes pumped into Lakes Hood and Spenard on an as-needed basis to replace diverted surface runoff and maintain required water elevations. According to the 2006 Lake Hood and Anchorage International Airport General Aviation Airport Master Plan, storm drain diversion structures have been constructed to reduce pollutant flows into the lakes. However, diverting stormwater runoff also results in reducing the quantity of water the lakes receive. This is why pumping the groundwater into the lakes is sometimes necessary.

Existing storm drain structures at the Airport include both closed conduits and open channels.¹²³ These range from a series of ditches and culverts to closed conduit drainage systems that

¹¹⁷ Federal Aviation Administration, 1050.1 Desk Reference, Chapter 14 *Water Resources*. Accessed:

https://www.faa.gov/about/office_org/headquarters_offices/apl/enviro_policy_guidance/policy/faa_nepa_order/desk_ref, July 2020.

¹¹⁸ U.S. Environmental Protection Agency, NEPAassist, Water, Watersheds. Accessed:

<https://nepassistentool.epa.gov/nepassistent/nepamap.aspx?wherestr=anc+airport>, March 2023.

¹¹⁹ U.S. Environmental Protection Agency, NEPAassist, Water, Sole Source Aquifers. Accessed:

<https://nepassistentool.epa.gov/nepassistent/nepamap.aspx?wherestr=anc+airport>, March 2023.

¹²⁰ Alaska Department of Transportation and Public Facilities, Ted Stevens Anchorage International Airport, Watershed. Accessed:

<https://dot.alaska.gov/anc/business/environmental/watershed.shtml>, March 2023.

¹²¹ HNTB Corporation, Ted Stevens Anchorage International Airport Master Plan Update, 2002.

¹²² Ibid.

¹²³ HNTB Corporation, Ted Stevens Anchorage International Airport Master Plan Update, 2002.

convey Airport runoff to either Cook Inlet, Lake Hood, or Lake Spenard. Sub-drain systems are located beneath some runways and taxiways to direct groundwater from the structural prism into the storm drain system.¹²⁴ The most recent SWPPP was updated in August 2021.

Snow disposal practices play a key role in water quality at the Airport. The AIAS practices snow separation where airside snow mixes with deicing waste and non-airside snow is disposed of in separate designated areas. Airside and landside snow dumps have areas where natural biological treatment can occur prior to entering the stormwater drainage system. During the winter season, there is an airside snow dump that utilizes part of the Postmark Bog as a biofilter.

In 2012, the AIAS constructed two stormwater drainage projects. The East Airpark Storm Drainage extension consists of 1.7 miles of new storm drain from Drainage Basin A to Basin D. The federally funded project also constructed a new pump station and modified an existing lift station. The \$9 million project involved three borings, a gravity storm sewer, a force main, roadway and parking area pavement replacement and marking, and a curb and gutter. A separate state funded project repaired approximately 2,000 feet of corrugated polyethylene storm drainpipe along Postmark Drive.

The AIAS uses passive and active treatment systems to treat stormwater, including skimming systems, grassy swales, settling ponds, settling channels, and several oil / grit separators.

2.9.13.5 Wild and Scenic Rivers

Statutes relevant to wild and scenic rivers include:

- Wild and Scenic Rivers Act (16 U.S.C. §§ 1271-1278).

Wild and scenic rivers are defined as "outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations."¹²⁵ There are no Wild and Scenic Rivers on Airport Property. The closest Wild and Scenic River is the Tlikakila Wild and Scenic River, about 90 miles southwest of the Airport.¹²⁶ The closest river registered in the Nationwide Rivers Inventory is Little Susitna River, about 18 miles northwest of the Airport.¹²⁷

¹²⁴ Ibid.

¹²⁵ National Wild and Scenic Rivers System, About the WSR Act. Accessed: <https://www.rivers.gov/wsr-act.php>, February 2023.

¹²⁶ National Wild and Scenic Rivers System, Alaska. Accessed: <https://www.rivers.gov/alaska.php>, March 2023.

¹²⁷ National Park Service, Nationwide Rivers Inventory, Little Susitna River. Accessed: <https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977>, March 2023.



January 2026

Ted Stevens Anchorage International Airport Master Plan Update Chapter 3 – Forecast of Aviation Demand





**Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 3 – Forecast of Aviation
Demand**

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

RS&H Project No.: 1047-0071-000

Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

List of Tables

Table 3-1 Forecast – Population	5
Table 3-2 Forecast – Employment.....	6
Table 3-3 Forecast – Personal Income.....	7
Table 3-4 Forecast – Per Capita Personal Income.....	8
Table 3-5 Forecast – Oil and Jet Fuel Prices	11
Table 3-6 Forecast – Air Fares.....	12
Table 3-7 ANC Historical Passenger Activity.....	14
Table 3-8 ANC Historical Operations Activity.....	16
Table 3-9 ANC Historical Air Cargo Activity	17
Table 3-10 Organizations Represented in the Expert Panel Presentation	19
Table 3-11 Regression Statistics: Originating Passengers.....	25
Table 3-12 Originating Passengers.....	26
Table 3-13 Total Enplaned Passengers.....	28
Table 3-14 In-Transit Passengers.....	30
Table 3-15 Historical Departure and Capacity Metrics at ANC, FY 2009 – FY 2022	32
Table 3-16 Passenger Aircraft Landings.....	34
Table 3-17 Regression Statistics: Intrastate Cargo Tonnage.....	36
Table 3-18 Intrastate Cargo Tonnage	38
Table 3-19 Regression Statistics: Asia/North Pacific & Other U.S. All-Cargo Carrier Tonnage.....	41
Table 3-20 Asia/North Pacific & Other U.S. All-Cargo Carrier Tonnage.....	42
Table 3-21 All-Cargo Aircraft Landings.....	45
Table 3-22 General Aviation Aircraft Operations.....	47
Table 3-23 Military Aircraft Operations.....	48
Table 3-24 Forecast of Enplaned Passengers Compared to FAA TAF Alternate Scenario	51
Table 3-25 FY 2023 Total Aircraft Operations Compared to FAA Adjusted TAF	53
Table 3-26 FY 2023 Total Aircraft Operations.....	55
Table 3-27 Forecast Sensitivity Analysis – Total Enplaned Passengers	58
Table 3-28 Forecast Sensitivity Analysis – Total Aircraft Operations	59
Table 3-29 Forecast Sensitivity Analysis – Total Air Cargo Tonnage.....	60

List of Figures

Figure 3-1 Map of Alaska – Anchorage and Mat-Su Area	4
Figure 3-2 Forecast – Global GDP Growth	10
Figure 3-3 ANC V-Shape COVID-19 Pandemic Recovery	24
Figure 3-4 Forecast of Enplaned Passengers Compared to FAA TAF	49
Figure 3-5 Total Aircraft Operations Compared to FAA Adjusted TAF	52
Figure 3-6 Total Aircraft Operations Compared to FAA TAF (ANC + LHD).....	54

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASDE	Airport Surface Detection Equipment
ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EDS	Explosive Detection System
EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo

NADP	Noise Abatement Departure Profiles
NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SCS	Sterile Corridor System
SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

3.1 Introduction

This chapter presents projections of aviation activity at the Ted Stevens Anchorage International Airport (ANC or the Airport). These projections are used for evaluating the capability of the existing Airport facilities to meet current and future demand and to estimate the extent to which facilities should be further expanded and or provided in the future. Aviation activity forecasting is an analytical and subjective process that provides the best estimates of the order of magnitude traffic levels expected in the future. Actual activity levels in future years may differ from the forecasts developed in this chapter due to unexpected future changes in local economic conditions, the dynamics of the commercial and general aviation industry, as well as economic and political changes within both the service area and United States. Future facility improvements should be implemented as demand warrants rather than at set future values associated with time frames. This will allow the Airport to respond to changes in demand, either higher or lower than the forecast, regardless of the year in which those changes take place.

A key consideration in the development of aviation forecasts is how they compare with the FAA Terminal Area Forecasts (TAF).¹ The TAF is an important planning tool used by the FAA to review and compare forecasts prepared by Airport Sponsors. In accordance with FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, paragraph 706.b(3), "The sponsor's forecast must be consistent with the TAF. To be consistent with the TAF, the sponsor's 5-year forecast should be within 10.0 percent of the TAF and a 10-year forecast should be within 15.0 percent of the TAF."² The FAA must approve sponsor forecasts before they can be used to prepare facility requirements in a master plan or before going forward with an environmental document that requires a forecast. If these stated thresholds are exceeded, the FAA Region office in which the airport is located, will forward the forecasts to FAA headquarters for review.

3.1.1 Background and Role

As of 2021 reports, the U.S. Census Bureau estimates that the Anchorage, AK, Metropolitan Statistical Area (MSA) had a population of 398,807, ranking it the 137th largest MSA in the United States (U.S.). ANC is located on the westernmost mainland point of the Municipality of Anchorage (MOA), the populated urban area known commonly as Anchorage, Alaska. The Airport is approximately six miles southwest of downtown and is owned and operated by the State of Alaska Department of Transportation and Public Facilities (DOT&PF). Under the control of DOT&PF, the state operates the Alaska International Airport System (AIAS), acting as financial, administrative, and oversight body for both ANC, and Fairbanks International Airport (FAI).

¹ The Terminal Area Forecast is the official FAA forecast of aviation activity for U.S. airports.

² December 23, 2004, memorandum from the FAA Director, Airport Planning and Programming, entitled Revision to Guidance on Review and Approval of Aviation Forecasts.

3.1.1.1 ANC at a Global Level

ANC plays a significant role in air cargo at the global level. Its geographic location is a key reason for this as it lies approximately 9.5 flight hours from 90 percent of the industrial world. The Airport's location enables cargo aircraft moving between East Asia and North America to make a convenient fuel and crew stop thereby increasing revenue producing payload between these markets. A major aspect of the Airport's use is to serve transiting intercontinental cargo aircraft. With the advent of the "just-in-time" business concept, cargo and freight is loaded onto aircraft and shipped "just-in-time" to reach the customer. This requires a reliable air transportation system that works efficiently and effectively. While modern jet aircraft have the range to make non-stop intercontinental routes with a full fuel load, payload capacity must often be reduced to accommodate the full fuel load. Consequently, airlines that prioritize maximum revenue producing payload will accept a reduced range and a stop to refuel. Cargo airlines prefer to stop at ANC because of its optimum location for refueling, modern infrastructure and facilities, and because ANC ground crews are efficient at preparing the aircraft to continue their flights. Ground crews typically refuel and service transiting aircraft within 60 minutes, allowing aircraft to quickly continue their routes.

The Airport not only serves as a refueling/repair stop, but as a major point for airlines to transfer and sort cargo. The two largest sorting facilities at ANC belong to UPS and FedEx. Both airlines use the Airport as regional sorting hubs. Further deregulation of cargo transfer rules and the expansion of markets will likely encourage additional growth of cargo transfer operations at ANC. This potential for growth is supported by the Airport's ability to accommodate the largest cargo aircraft (Airplane Design Group VI) flying today.

At the time of this writing, ANC is currently the third busiest airport in the world as measured by cargo volume. ANC surpassed Shanghai Pudong Airport (PVG) to claim the slot in Calendar Year (CY) 2022³.

3.1.1.2 ANC at a National Level

At a national level, the National Plan of Integrated Airport Systems (NPIAS) classifies ANC as a medium hub, commercial service airport. Medium hub airports usually have sufficient capacity to accommodate air carrier operations and a substantial amount of general aviation activity. In addition to its role at the global level, the Airport plays a key role in transporting passengers and cargo between Alaska and the Lower 48 States (interstate travel) as a function of Alaska's remote location and limited road and marine transportation connections with the Lower 48 United States. As a result, almost all interstate passenger transport to/from Alaska is handled through ANC. Freight and heavy cargo that is not time sensitive may be transported to/from Alaska by

³ Airports Council International (ACI), April 2023

highway or ship but, generally, Alaskans have a greater reliance on air freight for goods shipments than other comparable regions.

3.1.1.3 ANC at a State and Local Level

As the busiest airport in Alaska, ANC plays an important role in the transport of goods and people within the State. Aviation is an essential mode of transportation in Alaska as 82 percent of Alaska's communities do not have access to a roadway or rail network⁴. The intra-Alaska transport of people, cargo, and mail is primarily achieved through air travel via regional air carriers and freight forwarders.

Two federal programs that subsidize the movement of aircraft within the State are the Alaska Bypass Mail Program and the Essential Air Service (EAS) federal program. These two programs have specific criteria for subsidies that help connect 139 communities to Anchorage. Bypass mail is defined as bulk mail that is not handled in a U.S. Post Office. Since Anchorage is one of two locations where bypass mail originates, the Airport plays a vital role in the transportation of the mail from originating points to final destinations in Alaska.

3.1.2 Forecast Framework

The baseline year for this forecast is the State of Alaska Fiscal Year (FY) 2022. This forecast document defines a FY as the period between July 1st of a year and June 30th of the following year. For example, the FY 2022 is July 1st, 2021, through June 30th, 2022. This FY definition is in line with that of the DOT&PF. Data results from these forecasts are compared to the FAA TAF, the latest which was published in March 2023. The FAA TAF provides data based upon the Federal Fiscal Year (FFY), which is defined as the period from October 1st of a year and September 30th of the following year. The most current TAF provides projections from FFY 2022 through FFY 2049. The forecasts in this report provide data in FY format, except where otherwise identified.

⁴ FAA, September 2021

3.2 Socioeconomic and Historical Aviation Demand Factors

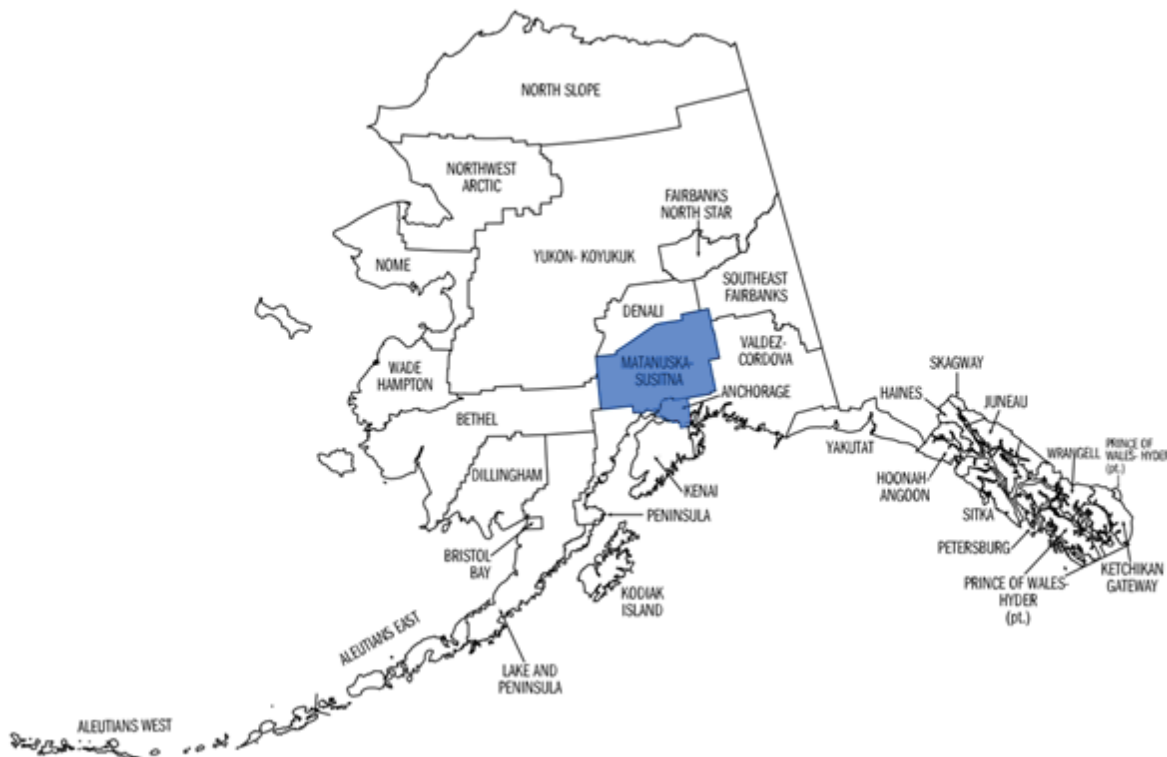
3.2.1 Socioeconomic Data

3.2.1.1 Population

The Municipality of Anchorage (MOA) is the State's largest city with approximately 41 percent of the State's total population. The MOA is currently experiencing a decline in population due to out-migration. However, a sizeable portion of out-migrating residents are moving to the nearby Matanuska-Susitna (Mat-Su) Borough, which has a lower cost of living and more available housing. The Mat-Su Borough covers approximately 25,000 square miles, about the size of West Virginia, with a diverse collection of communities and is the fastest growing area in Alaska. Despite the MOA experiencing a slow population decline, the Mat-Su Borough's population is growing. Anchorage and the Mat-Su Borough together constitute the Anchorage, Alaska Metropolitan Statistical Area (MSA). Overall, the Anchorage MSA is experiencing population growth.

Figure 3-1 illustrates the Anchorage MSA location within Alaska. The MOA and the Mat-Su Borough collectively will be referred to as the Anchorage MSA in this chapter.

Figure 3-1 Map of Alaska – Anchorage and Mat-Su Area



Sources: RS&H, 2023

According to Woods and Poole Economics, Inc., the 2022 to 2043 forecasted compound annual growth rate (CAGR) for the Anchorage MSA is 0.9 percent. The forecasted CAGR for the rest of Alaska for the same period is 0.3 percent. The Anchorage MSA population is expected to grow at a faster rate than the rest of U.S. over the 20-year planning period as the forecasted CAGR for the U.S. is 0.6 percent. **Table 3-1** depicts the forecasted populations for the Anchorage MSA, remainder of the State, Alaska as a whole, and for the entire U.S.

Table 3-1 Forecast – Population

Calendar Year	Population Forecast			
	Anchorage MSA (a)	Rest of Alaska	Alaska Total	U.S.
2022	402,919	335,313	738,232	334,193,837
2023	406,981	336,711	743,692	336,451,657
2028	427,387	343,334	770,721	347,672,031
2033	447,617	349,171	796,788	358,560,569
2038	467,341	354,047	821,388	368,913,772
2043	486,825	358,105	844,930	378,928,870
CAGR 2023 - 2043	0.9%	0.3%	0.6%	0.6%

(a) Includes Municipality of Anchorage and Mat-Su Borough.
Sources: Woods & Poole Economics, Inc.; RS&H Analysis, 2023

3.2.1.2 Employment

Historically, the largest employers in the Anchorage MSA have been in the oil industry. Other important industries in the Anchorage MSA include healthcare, leisure and hospitality – tourism, and transportation. The area economy is also impacted by the Joint Base Elmendorf-Richardson (JBER) military facility, which is a combination of the Elmendorf Air Force Base and the Army's Fort Richardson. While Juneau is the state capital, the Anchorage MSA has more government employees, with nearly 4,500 state government employees and almost 11,000 federal government employees, largely attributable to the Joint Base.

The employment forecast for the Anchorage MSA between 2022 and 2043 matches the rate of forecasted population growth with an annual rate of 0.9 percent. The Anchorage MSA employment growth rate is notably higher than that of the rest of Alaska, which has a forecasted growth rate of 0.6 percent. However, the growth rate for the Anchorage MSA is lower than that of the U.S., which has a forecasted growth rate of 1.1 percent. This indicates that although the Anchorage MSA is expected to experience growth in the job market, it may not grow as fast as other areas in the U.S.

The projected job market growth rate in the Anchorage MSA likely results from a combination of factors including the diversification of the local economy, an increase in infrastructure development, and the rise of new industries such as e-commerce. It is important to note that these growth rates are only projections and may be subject to changes in economic conditions in Anchorage and the rest of Alaska. **Table 3-2** depicts the forecasted employment totals for the Anchorage MSA, remainder of the State, Alaska as a whole, and for the entire U.S.

Table 3-2 Forecast – Employment

Calendar Year	Employment Forecast			
	Anchorage MSA (a)	Rest of Alaska	Alaska Total	U.S.
2022	246,382	213,635	460,017	207,048,429
2023	252,382	218,996	471,378	212,472,374
2028	265,289	226,329	491,618	226,480,417
2033	277,479	233,095	510,574	240,120,076
2038	289,095	239,424	528,519	253,525,606
2043	300,225	245,322	545,547	266,780,547
CAGR 2023 - 2043	0.9%	0.6%	0.7%	1.1%

(a) Includes Municipality of Anchorage and Mat-Su Borough.
Sources: Woods & Poole Economics, Inc.; RS&H Analysis, 2023

3.2.1.3 Personal Income

During the planning period, the personal income CAGR for the Anchorage MSA is projected to be 2.1 percent. This is a positive indicator, as it suggests that individuals in the Anchorage MSA are likely to experience an increase in their personal income over the next two-decade period. However, this growth rate is slightly lower than the national average of 2.2 percent.

Meanwhile, the rest of Alaska is forecast to have a CAGR of 1.8 percent, which is lower than both the Anchorage MSA and the national average. This could be due to the fact that the economy in Alaska is heavily reliant on natural resources such as oil, which can be subject to fluctuations in price and demand. **Table 3-3** depicts the forecast of total personal income rates for the Anchorage MSA, remainder of the State, Alaska as a whole, and for the entire U.S.

Table 3-3 Forecast – Personal Income

Personal Income (000's of 2012 Dollars)				
Calendar Year	Anchorage MSA (a)	Rest of Alaska	Alaska Total	U.S.
2022	\$24,497,401	\$19,291,977	\$43,789,378	\$17,932,090,197
2023	\$25,123,645	\$19,728,073	\$44,851,718	\$18,353,421,034
2028	\$28,136,597	\$21,679,477	\$49,816,074	\$20,589,751,617
2033	\$31,347,935	\$23,713,598	\$55,061,533	\$22,972,558,050
2038	\$34,750,274	\$25,813,829	\$60,564,103	\$25,501,747,573
2043	\$38,334,411	\$27,962,257	\$66,296,668	\$28,177,213,675
CAGR 2023 - 2043	2.1%	1.8%	2.0%	2.2%

(a) Includes Municipality of Anchorage and Mat-Su Borough.
Sources: Woods & Poole Economics, Inc.; RS&H Analysis, 2023

3.2.1.4 Per Capita Personal Income

Per Capita Personal Income (PCPI) is calculated by dividing a region's total personal income by its population. Between 2022 and 2043, the forecasted PCPI growth rate for the Anchorage MSA is at 1.2 percent annually. The forecasted PCPI growth rate for the rest of Alaska is 1.4 percent. The forecasted PCPI growth rate for the State of Alaska, which combines the Anchorage MSA and the rest of Alaska, is 1.3 percent.

Overall, forecasted PCPI growth for Alaska is lower than the U.S. average. This could potentially be due to Alaska’s reliance on natural resources such as oil, which is subject to price and demand fluctuations. Nevertheless, the projected growth rates for PCPI in the Anchorage MSA, the rest of Alaska, and the State as a whole, indicate a positive trend that could translate to higher standards of living for residents in the State over the next two decades.

Changes in economic conditions, government policies, and other factors can impact the growth rates for PCPI. Nonetheless, the projected growth rates provide important insights into the potential trajectory of income growth in these regions. **Table 3-4** depicts the forecasted PCPI for the Anchorage MSA, remainder of the State, Alaska as a whole, and for the entire U.S.

Table 3-4 Forecast – Per Capita Personal Income

Per Capita Personal Income (000’s of 2012 Dollars)				
Calendar Year	Anchorage MSA (a)	Rest of Alaska	Alaska Total	U.S.
2022	\$60,800	\$57,534	\$59,317	\$53,658
2023	\$61,732	\$58,591	\$60,310	\$54,550
2028	\$65,834	\$63,144	\$64,636	\$59,222
2033	\$70,033	\$67,914	\$69,104	\$64,069
2038	\$74,357	\$72,911	\$73,734	\$69,127
2043	\$78,744	\$78,084	\$78,464	\$74,360
CAGR 2023 - 2043	1.2%	1.4%	1.3%	1.6%

(a) Includes Municipality of Anchorage and Mat-Su Borough.

Sources: Woods & Poole Economics, Inc.; RS&H Analysis, 2023

3.2.1.5 Global Economic Forecasts

The U.S. is projected to have an annual Gross Domestic Product (GDP) CAGR of 2.3 percent from 2022 to 2042. This growth rate is lower than that of Asia, but higher than that of Eurozone⁵ and Japan. The growth rate is driven by factors such as demographic changes, technological

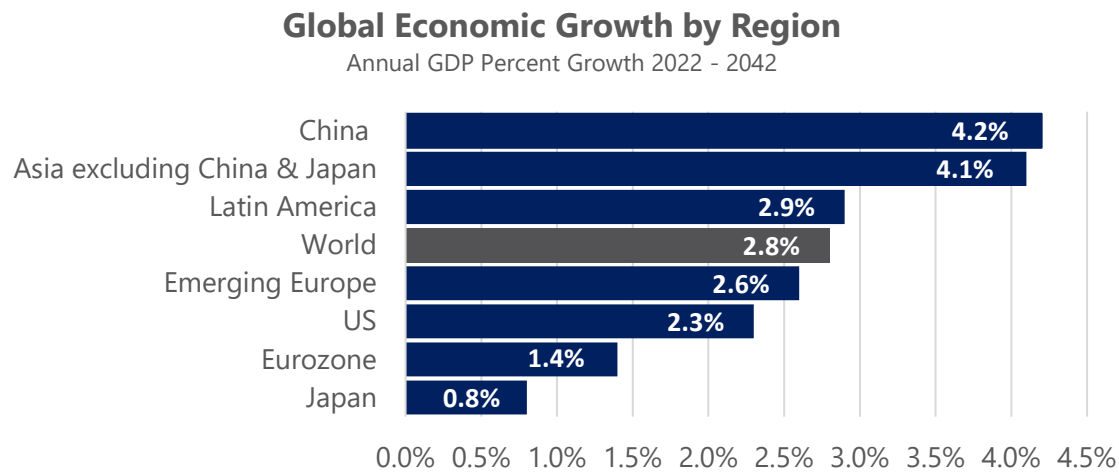
⁵ The geographical area comprising of the countries that use the euro as the official currency.

innovation and government policies that encourage economic growth. However, the U.S. also faces challenges such as rising debt, political polarization, and income inequality, which could impact its economic growth over the next two decades.

From 2022 to 2042, China is projected to have an annual GDP percent growth rate of 4.2 percent. This is a positive sign for China, as it indicates that the country's economy is likely to continue growing at a steady pace over the next two decades. The growth rate is driven by China's investments in infrastructure, innovation, and education, as well as the country's large population and consumer market. Meanwhile, Asia, excluding China and Japan, is forecast to have an annual GDP percent growth rate of 4.1 percent from 2022 to 2042. This region includes countries such as India, Indonesia, and Vietnam, which are expected to see significant economic growth over the next two decades. The growth rate is driven by a range of factors, including the rise of the middle class, increasing investment in infrastructure and technology, and government policies that encourage economic growth.

Latin America is projected to have an annual GDP percent growth rate of 2.9 percent from 2022 to 2042. This growth rate is lower than that of China and Asia, reflecting the region's slower economic growth compared to other parts of the world. The growth rate is driven by a range of factors, including political instability, high levels of debt, and economic dependence on commodity exports. Emerging Europe is forecasted to have an annual GDP percent growth rate of 2.6 percent from 2022 to 2042. This region includes countries such as Russia, Turkey, and Poland, which are expected to see moderate economic growth over the next two decades. The growth rate is driven by a range of factors, including political and economic instability, low levels of investment, and reliance on natural resources. **Figure 3-2** depicts the forecasted global gross domestic product growth.

Figure 3-2 Forecast – Global GDP Growth



Sources: HIS Markit, December 2021 World Forecast as published by
FAA Aerospace Forecast, FY 2022 – 2042

3.2.2 Other Variables and Trends

The oil and gas industries are the largest component of Alaska's economy. Nearly 85 percent of the state budget is supplied by oil revenues⁶. Alaska's oil and gas economy is primarily focused on the production and export of crude oil. Some portion of Alaskan crude oil is refined in-state at refineries in North Pole, Valdez, and Kenai and distributed in-state as gasoline, jet fuel, and other products. The bulk of Alaskan crude oil is exported to refineries on the west coast of the U.S. and in Asia, where it is refined into gasoline and other products some of which are then shipped back to Alaska.

Although Alaska is a major crude oil producing state, the cost of refinery products such as gasoline and jet fuel are still relatively more expensive compared to the Lower 48 states. Market economics, transportation costs, logistical challenges, and refinery operating costs ultimately contribute to the elevated prices of petroleum products in Alaska. Additionally, Alaska's oil production has been declining in recent years, which has led to a decrease in the amount of crude oil available for domestic refining. This has further increased Alaska's dependence on imported petroleum products and contributed to higher prices.

3.2.2.1 Oil and Jet Fuel Prices

The association between jet fuel prices and aviation demand is complex and can be influenced by a range of economic, political, and environmental factors. Jet fuel prices are a critical factor in the aviation industry as they have a significant impact on airlines' operating costs and

⁶ State of Alaska, Department of Administration

profitability. The demand for aviation fuel is driven by the level of air travel and the size of airline fleets. In general, jet fuel prices tend to fluctuate in response to global oil prices, geopolitical tensions, and market supply and demand conditions. At the start of the SARS-CoV-2 Novel Corona Virus Pandemic (COVID-19 Pandemic) in April 2020, when demand was at a record low, fuel prices reached a low price of \$1.03 per gallon.

However, the Russia-Ukraine conflict caused prices to rise dramatically, reaching its peak in CY 2022. Oil prices have fallen since then but remain elevated. When fuel prices are high, airlines may reduce their capacity or raise ticket prices to offset the increased costs. Conversely, when fuel prices are low, airlines may expand their operations or offer lower fares to attract more passengers.

Table 3-5 depicts the forecast oil and jet fuel prices during the Forecast Period.

Table 3-5 Forecast – Oil and Jet Fuel Prices

Comparison of Fuel and Oil Price Projections (2022 Dollars)			
Calendar Year	U.S. Refiners' Acquisition Cost (Dollars per Barrel) (a)	Crude Oil Prices (Dollars per Barrel) (b)	Jet Fuel Prices (Dollars per Gallon)
2022	\$93.42	\$102.00	\$3.11
2023	\$84.29	\$92.00	\$2.71
2028	\$89.68	\$103.00	\$2.50
2033	\$98.57	\$120.00	\$2.47
2038	\$104.30	\$134.00	\$2.37
2043	\$112.70	\$149.00	\$2.29
CAGR			
2023 - 2043	1.5%	2.4%	-0.8%

(a) Monthly census of all U.S. refiners collecting the net acquisition costs and volumes of crude oil, both domestic and imported, on a corporate regional basis (not for individual refineries). Data reported in FAA Aerospace Forecast.

(b) Brent spot price (rounded)

Sources: FAA, 2023; Energy Information Administration (EIA)

3.2.2.2 Average Air Fares

After labor, fuel is an airline’s second-largest expense. Volatile prices of oil and jet fuel eventually end up affecting the consumer, which in this case comes in the form of increased airfares. Airfare prices are volatile and can change by the minute due to travel demand, available capacity, seasonality, airlines’ costs and more. After airfares dropped significantly in CY 2020 due to the COVID-19 Pandemic, demand for travel began rebounding in CY 2023 and there is no indication of subsiding. The increase in travel is a welcome trend for the airline industry which struggled to maintain profits; however, the law of supply and demand ultimately affects the customer as more demand drives higher fuel prices. Around the U.S., airfares have risen recently, particularly over the past 18 months. Both the rising costs of aviation fuel and airline debt following the COVID-19 Pandemic shutdown have impacted average ticket prices and have caused them to steadily increase since the start of CY 2022.

Air fare prices are expected to grow at an CAGR of 2.1 percent as depicted in **Table 3-6**.

Table 3-6 Forecast – Air Fares

Projected Domestic Fares (2010 dollars)					
Calendar Year	FAA Adjusted Yield (cents) (a)	FAA Average Trip Length (b)	FAA Fare (dollars) (c)	ANC Outbound Fares (dollars)	
				To Rest of Alaska	To Other U.S.
Base Case					
2022	13.11	1,048.0	\$137.39	\$155.59	\$306.80
2023	13.46	1,046.6	\$140.87	\$158.86	\$313.24
2028	15.14	1,044.0	\$158.06	\$176.25	\$347.54
2033	16.55	1,058.8	\$175.21	\$195.55	\$385.60
2038	18.01	1,072.8	\$193.17	\$216.97	\$427.83
2043	19.55	1,087.5	\$212.61	\$240.73	\$474.67
CAGR					
2023 - 2043	1.9%	0.2%	2.1%	2.1%	2.1%

(a) FAA forecast of domestic aviation activity; yield (extrapolated)

(b) FAA forecast of domestic aviation activity; average trip length in miles (extrapolated)

(c) FAA yield multiplied by average trip length and divided by 100.

Sources: FAA, 2023

3.2.3 Historical Aviation Activity

This section provides an analysis of recent historical aviation activity and identifies important trends and events that are likely to impact future air service demand at ANC. Activity is presented by Fiscal Year (FY) in this section to align with the State of Alaska's data.

3.2.3.1 Historical Passenger Activity

Since FY 2009, passenger activity at ANC has produced stages of growth as well as a few periods of decline tied to the global economic downturn that occurred from 2007 to 2009 (Great Recession) and COVID-19 Pandemic related events. Currently, ANC serves approximately five million passengers per year and is the largest and busiest passenger airport in the State of Alaska. Passenger volume at ANC is highly seasonal, with high summer volume coinciding with Alaska's summer tourist season. Anchorage is the major aviation gateway to Alaska, which is among the most sought after North American tourist destinations. Tourists are drawn to Alaska's wilderness, mountains, National Parks, hunting and fishing, and remote recreation opportunities.

A total of 5.16 million passengers enplaned, deplaned, or transited ANC in FY 2022. Most passenger volume at the Airport is related to travelers enplaning or deplaning at ANC with a limited number of passengers designated as in-transit, which are those who did not deplane following their arrival at ANC (45,455 in FY 2022).

ANC was previously a significant international passenger transiting hub until the early-1990s. Prior to this time, most passenger airlines would stop at ANC to refuel while flying between the U.S. and Asia. This activity occurred because aircraft of that era did not have the range to fly non-stop from the U.S. east coast to Asia. Some passenger aircraft flying between Europe and Asia also stopped in Anchorage because the then Soviet Union airspace was closed to western airlines. The introduction of longer-range aircraft including the Boeing 747-400 and 777 in the 1980s and 1990s enabled non-stop travel between the United States and Asia. As airlines acquired these aircraft, they ended their refueling stops in Anchorage. The opening of Soviet airspace in the 1990s also enabled more direct routes between Asia and Europe. **Table 3-7** depicts historical passenger activity at ANC back to FY 2009.

Table 3-7 ANC Historical Passenger Activity

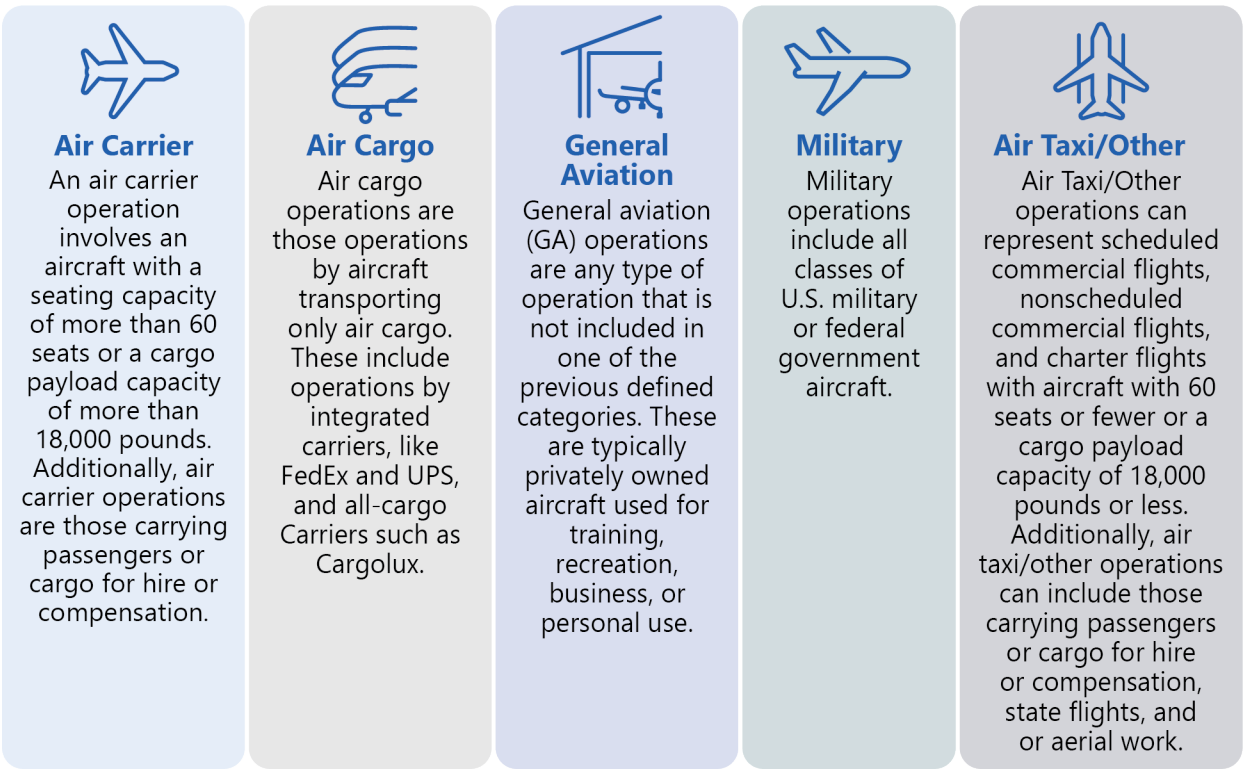
Historical Enplanements and Deplanements				
Fiscal Year	Enplanements	Deplanements	In-Transit	Total
2009	2,465,169	2,422,513	180,599	5,068,281
2010	2,346,750	2,346,954	189,231	4,882,935
2011	2,456,175	2,462,554	164,204	5,082,933
2012	2,493,562	2,482,676	90,189	5,066,427
2013	2,469,060	2,445,886	44,398	4,959,344
2014	2,547,025	2,538,699	32,911	5,118,635
2015	2,668,378	2,654,554	41,755	5,364,687
2016	2,774,869	2,764,020	18,651	5,557,540
2017	2,725,897	2,725,282	27,457	5,478,636
2018	2,741,683	2,732,445	29,129	5,503,257
2019	2,824,465	2,820,399	49,160	5,694,024
2020	2,197,794	2,177,066	37,285	4,412,145
2021	1,452,011	1,501,036	43,160	2,996,207
2022	2,564,262	2,554,274	45,455	5,163,991
CAGR				
2009-2022	0.3%	0.4%	-10.1%	0.1%

Source: AIAS, 2023

3.2.3.2 Historical Operations

Anchorage International Airport opened to commercial air transportation service in December 1951. Since that time, the Airport has served as a critical air transportation link to the State of Alaska and as connecting point between the United States and Asia. The Airport has grown substantially in size over its more than 70-year operating history and accommodates hundreds of thousands of aircraft operations every year.

An aircraft operation is defined as either a takeoff or a landing. Therefore, the typical flight consists of a landing and a takeoff for a total of two operations. The FAA records annual aircraft operations in the following five categories:



As shown in **Table 3-8**, historically, aircraft operations had grown at an CAGR of 0.7 percent from FY 2009 to FY 2022. Total operations within this 13-year period fluctuated between 250,000 and 290,000 operations with air carrier and air cargo operations making up the largest percentage. Although air carrier activity remains the top category of aircraft operations, it has seen a decrease in the CAGR of -1.6 percent since FY 2009. Air cargo activity has led operations activity consistently since FY 2020 and has shown strong growth over the 13 years with an CAGR of 3.4 percent. ANC cargo operations substantially increased in FY 2021 and FY 2022 driven by the increase in demand of healthcare products during the COVID-19 Pandemic with an CAGR of 7.9 percent between FY 2019 and FY 2022.

Table 3-8 ANC Historical Operations Activity

Historical Aircraft Operations								
Fiscal Year	Air Carrier	Air Cargo	Other / Air Taxi(a)	Itinerant GA (b)	Military	Local GA (b)	Military	Total ©
2009	100,432	72,450	1,673	72,262	4,578	7,942	10	256,001
2010	97,824	80,016	9,329	74,214	4,302	6,351	-	272,036
2011	101,374	83,994	3,780	78,096	2,952	5,879	56	276,131
2012	101,858	75,820	6,373	76,838	2,155	8,488	2	271,534
2013	102,074	72,116	5,137	74,834	2,315	8,368	52	264,896
2014	109,460	70,132	531	80,486	2,213	10,584	36	272,380
2015	102,608	74,534	10,316	81,006	2,177	10,274	29	280,944
2016	103,322	75,036	11,773	77,942	2,406	8,451	60	278,990
2017	98,502	77,626	13,568	75,704	2,373	10,902	18	278,693
2018	83,244	94,542	12,933	72,756	2,502	9,145	32	275,154
2019	89,820	83,796	13,354	71,922	2,949	9,058	76	270,975
2020	74,890	90,506	2,885	68,598	3,016	9,562	32	243,719
2021	62,654	105,422	22,196	76,779	3,579	11,937	20	282,587
2022	81,448	112,202	9,358	65,152	3,687	8,456	1	280,304
CAGR 2009-2022	-1.6%	3.4%	14.2%	-0.8%	-1.7%	0.5%	-16.2%	0.7%

(a) AIAS landings data multiplied by 2

(b) Includes aircraft operations at Lake Hood Airport (LHD)

(c) Totals may not add due to difference between FAA counts of Air Carrier and Air Taxi operations and ANC counts of commercial (passenger and freight) operations.

Source: AIAS; FAA; US DOT T-100, 2022

3.2.3.3 Historical Air Cargo

As previously mentioned, the Anchorage MSA is less than 9.5 flight hours from 90 percent of the industrialized world. ANC is an important contributor to Alaska's economy and a critical link between communities in Alaska, the contiguous U.S., and international destinations. Cargo activity at ANC has always been among the world's busiest in terms of air cargo throughput. Historically, ANC has ranked among the top six busiest cargo airports and in CY 2022, it surpassed PVG to claim the slot for third busiest airport in the world measured in cargo volume. During the COVID-19 Pandemic, cargo operations grew significantly as ANC's strategic location between North America and Asia was critical in transporting supplies. As noted in **Table 3-9**, total cargo tonnage grew by more than one million cargo tons from FY 2020 to FY 2021.

Table 3-9 ANC Historical Air Cargo Activity

Historical Total Air Cargo Tonnage				
Fiscal Year	Enplaned Cargo	Deplaned Cargo	Transit Cargo	Total Cargo
2009	341,726	310,869	2,964,328	3,616,923
2010	421,418	393,990	3,652,821	4,468,229
2011	439,524	408,181	4,060,139	4,907,844
2012	477,983	437,605	3,650,758	4,566,345
2013	452,998	408,845	3,652,361	4,514,204
2014	409,861	356,256	3,809,912	4,576,029
2015	401,327	346,883	4,357,927	5,106,136
2016	365,363	321,819	4,137,679	4,824,861
2017	360,464	341,522	4,390,527	5,092,513
2018	762,858	737,452	3,174,565	4,674,874
2019	726,889	739,517	3,160,149	4,626,555
2020	785,488	778,628	3,120,577	4,684,693
2021	1,049,942	1,021,806	3,668,759	5,740,507
2022	1,084,196	1,079,868	3,583,452	5,747,515
CAGR				
2009-2022	9.3%	10.1%	1.5%	3.6%

Source: AIAS, 2023

Between CY 2009 and CY 2022, the historical total air cargo tonnage experienced growth in all areas. Enplaned cargo achieved an CAGR of 9.3 percent, while deplaned cargo grew at an CAGR of 10.1 percent. Transit cargo had a relatively lower growth rate, with an CAGR of 1.5 percent. Overall, the total cargo tonnage experienced an CAGR of 3.6 percent at ANC. These figures indicate that while air cargo transportation continued to expand, the rate of growth varied across different transport categories. Nonetheless, the overall trend suggests a steady increase in the demand for air cargo services will continue.

3.2.4 Expert Panel Meeting

A strategic planning meeting for forecasting was held virtually on February 6, 2023. Meeting participants who constituted the expert panel included Airport leadership, Alaska International Airport System (AIAS) leadership, airline representatives, economic experts, and members of the consultant team. The meeting included a discussion of aviation passenger trends, cargo trends, general aviation, and operational trends. The purpose of the meeting was to present preliminary findings of baseline data and trends and gather the Panelists' questions, concurrence, and additional insight on early-level analysis. The discussion was organized into the following segments:

- Project Background
- Cargo Activity
- Commercial Airline Activity (by passengers)
- Commercial Airline Activity (by operations)
- Intended Forecast Approach

Following presentation of the data, a 'diagnostic' of the consultant's impression of the data and trends was presented followed by a breakout session. As this was a virtual meeting, members were assigned into three sub-groups and taken into separate 'virtual breakout rooms' to gather their responses to the information presented. The breakout sessions were maintained as open-ended dialogue from the Expert Panel members. Data that was presented included the following:

- Current domestic and international cargo volumes by carrier and type (enplaned, deplaned, in-transit)
- Top international origin countries
- Changes of cargo carrier market shares since previous forecast
- Cargo volumes over past ten years (enplaned, deplaned, in-transit, total)
- Major industry trends and changes over past ten years
- Passenger enplanements over past ten years

- Current and previous airline market shares
- Total passenger and commercial operations over past ten years
- Split of types of operations since previous forecast
- Intended forecast methodologies for each category

Industry insight, perspectives, and supplemental data were recorded as a result of this meeting prior to completing the forecast analysis. The attendees are listed in **Table 3-10**.

Table 3-10 Organizations Represented in the Expert Panel Presentation

Organizations
Alaska Airlines
Alaska International Airport System (AIAS)
Anchorage Economic Development Corporation (AEDC)
AvAirPros
FedEx
Pegasus Aviation
Ted Stevens Anchorage International Airport (ANC)
UPS

3.3 Passenger Forecasts

This section presents the assumptions, approach and results of the passenger activity forecasts for ANC for the period between FY 2023 through FY 2042 (the “Forecast Period”). All passenger activity forecast numbers for the Airport are shown in FY unless otherwise noted.

3.3.1 The Big Picture

According to the Anchorage Economic Development Corporation (AEDC), the Anchorage MSA economy is projected to experience growth in the short-term after three years of limited economic growth due to the COVID-19 Pandemic. New projects on Alaska’s North Slope are expected to increase oil production over the next 10 years, creating new job opportunities in the Anchorage MSA. The visitor industry has a positive outlook with growing Cross-Gulf cruise ship⁷ capacity and a new post-COVID-19 Pandemic adventure and eco-tourism sector on the rise.

Some challenges have arisen post-COVID-19 Pandemic such as a lack of available workforce to meet the needs of local employers already constrained in the Anchorage MSA during the current recovery. Inflation continues to be a burden at the national level, and this could result in less disposable income for travelers across the US and the world that could potentially choose

⁷ Cruise ships sailing from southeast Alaska across the Gulf of Alaska

Alaska as a travel destination. A possible recession could slow the rate of recovery of the Anchorage MSA's businesses and present new challenges.

As previously mentioned, however, ANC's strategic location continues to be a key factor in the decision of numerous U.S. and international airlines to transit in the major Asia-North America air cargo corridor. In addition, projects funded by new federal sources, such as the Infrastructure Investment and Jobs Act (IIJA), will continue to support demand for professional services and construction companies based in the Anchorage MSA.

These initiatives and investments along with economic challenges are considered in the forecast analysis.

3.3.2 Passenger Forecast Assumptions

The passenger forecasts are based on several key assumptions that were developed from information collected from interviews with airlines and ground handlers, discussions with Airport staff and AEDC, as well as industry knowledge and publications. This section describes the passenger forecast assumptions that were applied in this forecast. More detailed assumptions specific to a particular activity category are described in the sections pertaining to those categories. The following forecast assumptions were used in preparing the passenger forecasts separated into categories.

General

- No new major economic downturn, such as the one that occurred in the Great Recession (CY 2008 – CY 2011). Local, national, and international economies will periodically increase and decrease the pace of growth in accordance with business cycles. However, it is assumed that over the 20-year Forecast Period, the increase and decrease growth periods will offset each other so that the adjusted economic forecasts will be realized.
- The economies which comprise the Anchorage MSA will grow in accordance with the Woods & Poole Economics, Inc. ("W&P"), demographic and economic projections used for these forecasts.
- The Essential Air Service ("EAS") program or a similar program will continue to ensure passenger service to rural Alaskan communities.
- No nighttime curfews will take effect at ANC.
- Environmental regulations will not be so extreme as to significantly constrain air transportation in Alaska.
- The FAA will successfully implement any required changes and improvements for the national airspace system to accommodate the unconstrained forecast of aviation demand.

Inflation

- The U.S. rate of inflation will continue to decline in CY 2024 and CY 2025 as the COVID-19 Pandemic manufacturing and supply-chain imbalances begin to equalize and the aggregate supply and demand begin to balance.
- The Consumer Price Index (CPI)⁸ which measures inflation in the Anchorage MSA and has risen due to increased demand for consumer goods and manufacturing slowdowns related to the COVID-19 Pandemic, will continue to follow national trends, and minimally affect the demand for air travel to and from Alaska.
- The U.S. economy will remain robust and despite temporary rising cost of airline tickets, rental cars, fuel, and goods and services, the visitor industry will overcome these challenges and resume as Alaska's fastest growing economic sector.

COVID-19 Pandemic

- North American airlines will continue to lead the industry recovery.
- Expectations of an industry-wide passenger traffic recovery to CY 2019 pre-COVID-19 Pandemic levels are expected in CY 2024.⁹
- The Anchorage MSA's visitor-related businesses, which were disproportionately impacted by the COVID-19 Pandemic, will continue to recover and hotel occupancy and car rental tax revenue will continue to increase.
- Labor force shortages in the Anchorage MSA will continue to recover through FY 2023 and into FY 2024.
- Cruise ship capacity to Alaska will continue to increase and convention bookings and attendee spending will continue to rise to pre-COVID-19 Pandemic levels.

Russia-Ukraine Conflict

- The Russia-Ukraine conflict will not impact the long-term growth of air transport from Alaska to the U.S. and Canada.
- U.S. consumer confidence and economic activity are not significantly impacted by the Russia-Ukraine conflict.

3.3.3 Passenger Forecasts

This section presents the originating passengers, total enplaned passengers and passenger aircraft landings forecast for ANC. This section also includes a break-out of total enplaned, deplaned and in-transit passengers for ANC, a format used by the AIAS to summarize annual aviation activity statistics. This section also provides a description of data sources, the methodology for the originating passenger forecast, the approach used to determine the

⁸ Published by the U.S. Department of Labor Statistics

⁹ International Air Transport Association (IATA)

projection of connecting passengers and the split of originating/connecting passenger by market sector. The market sectors for the purposes of this forecast are divided into passengers traveling to/from the Rest of Alaska and to/from other U.S. and international markets. In the conclusion of this section, total enplaned passengers are compared to the FAA TAF for FFY 2022.

The following data sources were used in this analysis:

- Historical and projected information on population, employment, and real income for the Anchorage MSA from W&P.
- US DOT OD1A domestic Origin & Destination (O&D) database for yield (airline revenue per passenger mile) and distance and historical originating traffic on a market-by market basis.
- US DOT T-100 database to obtain outbound passenger data on a market-by-market basis.
- Cirium Diio Mi market data on scheduled passenger operations to determine existing scheduled service and historical non-stop service.
- Airline, ground handler and other economic stakeholder interviews.

3.3.3.1 Originating Passengers Forecast

An originating passenger, for the purposes of this forecast, is someone who starts their trip at ANC. Most originating passengers reside or are visitors in the Anchorage MSA. The total number of originating passengers can be viewed as a reflection of that region's attractiveness as a place in which to live, work and conduct business. The predictive model for future air traffic demand in the Anchorage MSA first looks at these passengers as the basis for the forecast because it can quantitatively measure historical economic trends for the region with their propensity to travel.

3.3.3.2 Regression Analysis

In the Anchorage MSA, there are numerous economic factors which support the trends of the Airport's aviation activity. For those reasons, a multivariate regression analysis was chosen for this forecast. Multivariate regressions provide a systematic framework for quantifying the contributions of multiple factors (independent variables) to air traffic growth (the dependent variable), while controlling for the effects of structural changes and extraordinary events (recessions, COVID-19 Pandemic among others) affecting both supply and demand for air service. In addition, recent pre- and post- COVID-19 Pandemic air service and traffic trends at ANC were examined as well as available future airline flight schedules showing the available seats the airlines project to provide the public for sale approximately one year in advance.

Historical originating passengers were used as the dependent variable for this forecast and the selected independent variables (sometimes referred to as “demand drivers” or “predictors”) included the following:

- Population
- Employment
- Earnings (2012)
- Total Personal Income (2012)
- Per Capita Personal Income (PCPI) (2012)

The dollar figures for earnings, total personal income and PCPI were adjusted (chained) to 2012 dollars. This method of adjusting real dollar amounts for inflation over time allowed the regression analysis to maintain an even comparison of dollar values over the long historical period. These independent variables were collected from W&P.

One additional independent variable was used for the multivariate regression analysis, which is U.S. average fares, or the average prices paid by all fare paying passengers flying in the U.S. The most common measure of average fares is labelled as passenger yield. Passenger yield is defined as the amount of revenue received per paying passenger flown one mile. This data is collected and distributed by the FAA.

To run the multivariate regression analysis, the dependent and independent variable numbers were converted into logarithmic values to standardize the data. In addition, a dummy variable was added to account for economic downturns and exogenous historical events like the Events of September 11th or the Great Recession. A dummy variable (also known as an indicator variable or just dummy) is one that takes the values 0 or 1 to indicate the absence or presence of some categorical effect that could potentially shift the outcome of the results.

The forecast of the Y or dependent variable, originating passengers, was calculated by applying a formula known as Ordinary Least Square (“OLS”) using the intercept and coefficient of the independent variables to calculate the projection of originating passengers. A coefficient is defined as a factor that measures the significance of a specific independent variable in the regression equation. The formula is as follows:

$$Y = a + (b_1X_1) + (b_2X_2)$$

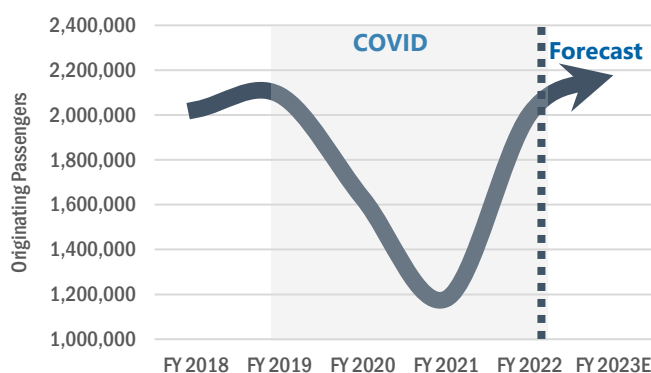
The specific formula is as follows:

$$\text{Passengers} = \text{Intercept} + (\text{Independent Variable A Coefficient} * \text{Independent Variable}) + (\text{Independent Variable B Coefficient} * \text{Independent Variable})$$

RS&H considered various approaches to calculating the forecast for originating passengers for ANC however, the preferred approach selected was to run a multi-variate regression utilizing historical passenger data specifically until FY 2019, which was the last year without any aviation traffic effects due to the COVID-19 Pandemic. The growth rates calculated were then applied to originating passengers starting in FY 2024. For FY 2023, RS&H produced an estimate of originating passengers by using three quarters of actual data provided by AIAS, and the last quarter was estimated by using actual seat capacity published by the airlines and applying load factors published by the FAA on a route-by-route basis. In addition, a portion of passengers was deducted to account for connecting passenger activity based on average historical levels.

This methodology was chosen for two reasons. Firstly, ANC experienced a very well defined “V-shaped” recovery as can be observed in **Figure 3-3**. The recovery showed a distinct upturn in FY 2022 and very distinguishable signs of growth adjustments to normal levels in FY 2023 making it statistically plausible to normalize growth at that point. Secondly, a group of regression equations were run through the COVID-19 Pandemic years using dummy variables to account for this exogenous event. These regressions did show signs of statistical significance, however, they exhibited strong/bullish patterns of recovery growth in the first 3 to 5 years of the forecast and consequently were invalidated by unrealistic medium- to long-term growth trends of passenger activity.

Figure 3-3 ANC V-Shape COVID-19 Pandemic Recovery



Source: AIAS; RS&H Analysis 2023

Results

Once the multi-variate regression equations were run utilizing numerous scenarios with several independent and dummy variable combinations, it was concluded that total personal income, population, and passenger yield had the highest correlation and were the best statistical fit for ANC's historical originating passenger data. These variables were found to have a high multiple R and R-squared, or coefficient of determination (see **Table 3-11**). An R-squared is a statistical measure that explains how closely a dependent variable, or ANC's originating passengers, can be explained by a group of independent variables in a regression model.

Table 3-11 Regression Statistics: Originating Passengers

Regression Statistics	
Multiple R	94.9%
R Square	90.1%
Coefficients	
Intercept	-87499588
TOTAL PERSONAL INCOME (2012)	5.25038E-05
POPULATION	-7.677458786
YIELD	-822.7970937

Source: RS&H Analysis, 2023

Based on the regression analysis, originating passengers at ANC are projected to increase from 2,005,748 in FY 2022 to approximately 3,144,383 in FY 2042 at an CAGR of 2.3 percent (See **Table 3-12**). The fastest growing sector is expected to be the originating passenger traffic between ANC and other U.S. and international markets which is projected to increase from 1,486,286 from FY 2022 to approximately 2,389,731 in FY 2042 at an CAGR of 2.4 percent. Originating passengers to the rest of Alaska from ANC are expected to grow at an CAGR of 1.9 percent throughout the Forecast Period. The percentage share of originating passengers to the rest of Alaska had seen a historical decline of 32.2 percent in FY 2009 to 29.4 percent in FY 2020 during the beginning of the COVID-19 Pandemic. This forecast projects that share to continue to decline from 25.9 percent in FY 2022 to approximately 24.0 percent in FY 2042.

Table 3-12 Originating Passengers

	Fiscal Year	To Rest of Alaska	To Other US/Int'l	Total
<i>Historical</i>	2018	597,505	1,427,121	2,024,626
	2019	622,691	1,466,886	2,089,577
	2020	478,509	1,148,259	1,626,768
	2021	326,801	853,954	1,180,755
<i>Baseline</i>	2022	519,462	1,486,286	2,005,748
<i>Forecast</i>	2023	620,498	1,556,687	2,177,185
	2024	627,559	1,595,550	2,223,108
	2025	634,620	1,634,843	2,269,462
	2026	641,681	1,674,579	2,316,260
	2027	648,742	1,714,769	2,363,511
	2028	655,803	1,754,959	2,410,762
	2029	662,864	1,795,149	2,458,013
	2030	669,925	1,835,339	2,505,264
	2032	684,047	1,926,525	2,610,572
	2037	719,352	2,152,168	2,871,520
	2042	754,652	2,389,731	3,144,383
CAGR				
2018 - 2022		-3.4%	1.0%	-0.2%
2022 - 2023		19.5%	4.7%	8.5%
2023 - 2032		1.1%	2.4%	2.0%
2032 - 2042		1.0%	2.2%	1.9%
2022 - 2042		1.9%	2.4%	2.3%

Source: US DOT DB1B 10% Ticket Survey; RS&H Analysis, 2023

3.3.3.3 *Total Enplaned Passengers*

Following the originating passenger demand projections, estimated domestic connecting passenger activity was “layered” onto the originating passenger forecast to derive total enplaned passengers at ANC. Connecting percentages were calculated historically and analyzed based on varying activity dependent on current and historical air service patterns. Most medium-to-large hub airports in the U.S. tend to have connecting rates that remain constant over their forecast period because of their historical trends. In the case of ANC, historical connecting percentages since FY 2009 and before the COVID-19 Pandemic, had diminished slightly from 29.4 percent to approximately 27.0 percent of total passengers. During the COVID-19 Pandemic, connection rates fell to artificially low rates of between 18.7 percent to 21.8 percent from FY 2021 and FY 2022.

Connecting percentages for this forecast are projected to increase to rates closer to historical average activity from approximately 26.0 percent in FY 2023 to 29.0 percent in 2042. This trend is derived on a connecting passenger recovery in FY 2023 but also on findings resulting from consultations with airlines and airport stakeholder interviews in addition to RS&H research pointing to a varying visitor profile compared to 20 years ago. New leisure industry demographics identify a new trend of young tourists traveling beyond the Anchorage MSA and connecting to more remote destinations in Alaska seeking an adventure/exploration type of tourism which started prior to the COVID-19 Pandemic and has continued to grow.

Adding enplaned connecting passengers with originating passengers equates to total enplaned passengers. As can be observed in **Table 3-13**, total passengers at ANC are projected to grow from 2,564,262 in FY 2022 to approximately 4,056,254 in FY 2042 at an CAGR of 2.2 percent. Connecting passengers are projected to grow from 142,275 in FY 2022 to approximately 206,272 in FY 2042 at an CAGR of 1.9 percent. Connecting passenger activity to the rest of Alaska is projected to increase from 416,239 in FY 2022 to approximately 705,599 in FY 2042 at an CAGR of 2.7 percent.

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Airport Master Plan Update

Table 3-13 Total Enplaned Passengers

		Originating Passengers		Connecting Passengers		Total Enplaned Passengers
	Fiscal Year	To Rest of Alaska	To Other US/Int'l	To Rest of Alaska	To Other US/Int'l	
<i>Historical</i>	2018	597,505	1,427,121	499,541	217,516	2,741,683
	2019	622,691	1,466,886	502,809	232,079	2,824,465
	2020	478,509	1,148,259	357,915	213,111	2,197,794
	2021	326,801	853,954	202,626	68,630	1,452,011
<i>Baseline</i>	2022	519,462	1,486,286	416,239	142,275	2,564,262
<i>Forecast</i>	2023	620,498	1,556,687	367,073	198,995	2,743,253
	2024	627,559	1,595,550	388,846	211,393	2,823,348
	2025	634,620	1,634,843	402,978	209,776	2,882,217
	2026	641,681	1,674,579	425,652	222,901	2,964,812
	2027	648,742	1,714,769	440,364	221,419	3,025,294
	2032	684,047	1,926,525	528,303	228,763	3,367,638
	2037	719,352	2,152,168	614,182	218,559	3,704,260
	2042	754,652	2,389,731	705,599	206,272	4,056,254
CAGR						
2018 - 2022		-3.4%	1.0%	-4.5%	-10.1%	-1.7%
2022 - 2032		2.8%	2.6%	2.4%	4.9%	2.8%
2032 - 2042		1.0%	2.2%	2.9%	-1.0%	1.9%
2022 - 2042		1.9%	2.4%	2.7%	1.9%	2.3%

Source: US DOT T-100; AIAS; RS&H Analysis, 2023

3.3.3.4 *In-Transit Passengers*

An in-transit passenger refers to a passenger who arrives at ANC in an aircraft and departs from ANC in the same aircraft, where such aircraft is operating a through flight transiting the Airport. In the 1980s and early 1990s, ANC was a frequent stopover point for flights between North America and Asia. Numerous foreign flag carriers used ANC as a refueling stop between Asia, North America, and Europe. In FY 1990, 1.5 million passengers were counted as in-transit passengers at ANC on inbound or outbound international flights. In-transit passengers from these flights disembarked for a short time at ANC before re-boarding the same aircraft and continuing to their final destination. While this activity has declined since the early 2000s, in-transit passenger activity is still present at the Airport.

In FY 2022, ANC recorded 45,455 total in-transit passengers. These passengers transited ANC from flights originating and terminating from different destinations on the same aircraft. Other types of in-transit passengers include those on charter flights stopping to refuel at the Airport. ANC is considered a primary stop for U.S. government charters between the U.S. and Asia such as those operated by Atlas Air and Omni Air International.

A historical share of in-transit passengers and a trend analysis was used to project this segment. As can be observed in **Table 3-14**, total in-transit passengers at ANC are projected to grow from 45,455 in FY 2022 to approximately 56,348 in FY 2042 at an CAGR of 1.1 percent.

Table 3-14 In-Transit Passengers

	Fiscal Year	Total In-Transit Passengers
<i>Historical</i>	2018	29,129
	2019	49,160
	2020	37,285
	2021	43,160
<i>Baseline</i>	2022	45,455
<i>Forecast</i>	2023	46,182
	2024	46,829
	2025	47,391
	2026	47,959
	2027	48,535
	2032	51,011
	2037	53,613
	2042	56,348
CAGR		
	2018 - 2022	11.8%
	2022 - 2032	1.2%
	2032 - 2042	1.0%
	2022 - 2042	1.1%

Source: AIAS; RS&H Analysis 2023

3.3.4 Passenger Aircraft Landings

A passenger aircraft landings forecast was developed and divided into landings from the rest of Alaska and from other U.S./international destinations. The forecast was produced, in part, using historical data provided by AIAS in addition to airline schedules and DOT T-100 data (see **Table 3-15**).

Outlined below are brief descriptions of the approach and methodologies applied to prepare the passenger aircraft landings forecast:

- Total Enplaned Passengers – Total enplaned passengers to destinations in Alaska and other U.S./international markets were used from an independent multi-variate regression forecast exercise as described earlier in this chapter.
- Load Factors – Historical load factors were calculated by dividing outbound Revenue Passenger Miles (“RPM”s) by outbound Available Seat Miles (“ASM”s) for all non-stop markets from ANC using U.S. DOT T-100 data. Historically, average load factors have remained high and constant at ANC except for the COVID-19 Pandemic period between FY 2020 and FY 2022. Prior to the COVID-19 Pandemic, average load factors in ANC were 81.4 percent between FY 2012 and FY 2019, reflecting both a historically stable regional economy, an increasingly competitive air service market and a lack of alternatives for travel outside of Alaska other than air transportation.
- Average Seats Per Departure – The Average Seats Per Departure (“ASPD”) metric was calculated historically with data from the U.S. DOT T-100. By dividing the total number of flown seats by the total number of departures, a historical trend of ASPD was calculated and observed to grow from 77.5 seats in FY 2009 to 103.5 seats in FY 2022. Even though the number of seats grew disproportionately during the COVID-19 Pandemic, it does reflect a sizeable increase in passenger aircraft size operating at ANC. Observations from analyzing historical fleet mix data in addition to empirical analysis and airline interviews, show Alaska Airlines increased utilization of the 178-seat Boeing 737-900ER over the Boeing 737-700 and -800 aircraft with a capacity of 124 and 159 seats respectively from FY 2016 to FY 2022. On a regional aircraft basis, the DeHavilland Dash-8-100 operated by Ravn Alaska with a capacity of 29-37 seats also saw a decline in use from a peak of approximately 12,000 departures in FY 2017 to approximately 6,200 departures in FY 2022¹⁰. Ravn Alaska operations are expected to grow throughout the Forecast Period but a larger aircraft such as the ATR 72 with a capacity of over 70-seats will most likely begin to replace the DeHavilland Dash-8-100s. Horizon Air, a wholly-owned subsidiary of the Alaska Air Group, has also increased intra-Alaska departures with the use of the 76-seat Embraer 175 replacing the 68-seat DeHavilland Dash-8-400.
- Enplanements Per Departure – Enplanements per Departure were calculated by multiplying average load factors by average seats per departure.

¹⁰ Ravn Air Group, which included four separate air carriers, filed for bankruptcy in April 2020; the company's assets were sold at auction except for Part 121 operators Corvus Airlines and PenAir which were acquired by FLOAT Air Shuttle.

Table 3-15 Historical Departure and Capacity Metrics at ANC, FY 2009 – FY 2022

Fiscal Year	Departures	No. of Daily Departures	Seats	Load Factor (%)	Avg Seats Per Departure	To Rest of Alaska	To Other US/Int'l
						Enplanements Per Departure	Enplanements Per Departure
FY 2009	43,157	118	3,346,843	77.2%	77.6	24.5	134.3
FY 2010	41,083	113	3,244,419	75.1%	79.0	23.7	131.8
FY 2011	42,339	116	3,298,517	76.4%	77.9	24.7	131.2
FY 2012	41,937	115	3,157,009	81.1%	75.3	26.0	133.4
FY 2013	40,884	112	3,022,481	81.3%	73.9	26.3	131.9
FY 2014	41,278	113	3,152,977	80.1%	76.4	24.6	129.7
FY 2015	41,982	115	3,213,491	80.6%	76.5	28.4	132.2
FY 2016	42,203	115	3,357,726	81.3%	79.6	28.6	136.9
FY 2017	40,520	111	3,361,825	82.3%	83.0	28.8	142.5
FY 2018	37,465	103	3,386,492	82.4%	90.4	36.1	146.0
FY 2019	35,170	96	3,456,871	82.2%	98.3	33.9	144.8
FY 2020	27,440	75	2,864,330	77.3%	104.4	27.6	138.1
FY 2021	22,549	62	2,380,782	61.4%	105.6	23.5	105.0
FY 2022	31,633	87	3,273,727	78.8%	103.5	36.0	110.4

Source: US DOT T-100, 2023

The passenger landing forecast was calculated by dividing total enplaned passengers by the projections of enplanements per departure for both markets to the rest of Alaska and other U.S./international destinations. The mathematical formula expressed below was used to calculate total passenger aircraft landings for ANC.

$$\frac{ENP}{(ALF) * (ASPD)} = \text{Total Landings}$$

KEY

ENP = Total Enplanements

ALF = Projected Average Load Factors

ASPD = Projected Average Seats per Departure

Enplanements per departure were kept mostly flat throughout the Forecast Period with a slight increase to 107 enplanements from FY 2023 to FY 2028 in the other U.S./international market sector due to pilot shortages in the airline industry expected to be addressed throughout that period.

3.3.4.1 *Passenger Aircraft Landings Forecast Results*

Passenger aircraft landings at ANC are projected to increase from 40,724 in FY 2022 to approximately 61,479 in FY 2042 at an CAGR of 2.1 percent (See **Table 3-16**). The fastest growing sector is expected to be the other U.S./international markets from ANC which are expected to increase from 14,750 landings in FY 2022 to approximately 24,037 landings in FY 2042 at an CAGR of 2.5 percent. The markets from the rest of Alaska are expected to increase from 25,960 landings in FY 2022 to approximately 37,442 landings in FY 2042 at an CAGR of 1.8 percent.

This forecast shows total enplanements grow at a slightly higher rate than passenger aircraft landings, 2.3 percent compared to 2.1 percent. This pattern supports the trend of larger airplanes, less frequencies, and higher load factors that has been observed since the U.S. airlines started a systematic realignment of their operations after the Great Recession and reinforced during the COVID-19 Pandemic.

Table 3-16 Passenger Aircraft Landings

Passenger Aircraft Landings				
	Fiscal Year	From Rest of Alaska	From Other US/Int'l	Total
<i>Historical</i>	2018	30,355	11,267	41,622
	2019	33,175	11,736	44,910
	2020	30,292	9,860	40,151
	2021	22,539	8,789	31,327
<i>Baseline</i>	2022	25,960	14,750	40,724
<i>Forecast</i>	2023	24,689	16,408	41,098
	2024	25,410	16,887	42,297
	2025	25,940	17,239	43,179
	2026	26,683	17,733	44,417
	2027	27,228	18,095	45,323
	2032	31,086	19,956	51,042
	2037	34,193	21,951	56,144
	2042	37,442	24,037	61,479
CAGR				
2018 - 2022		-3.8%	7.0%	-0.5%
2022 - 2023		-4.9%	11.2%	0.9%
2023 - 2032		2.6%	2.2%	2.4%
2032 - 2042		1.9%	1.9%	1.9%
2022 - 2042		1.8%	2.5%	2.1%

Source: US DOT T-100; AIAS; RS&H Analysis 2023

3.4 Cargo Tonnage Forecasts

This section presents the assumptions, approach, and results of the cargo tonnage forecasts for ANC for the Forecast Period. Air cargo tonnage is the total weight of freight and mail (measured in tons) carried by passenger carriers such as Alaska Airlines and all-cargo carriers such as UPS and FedEx. All passenger activity forecast numbers for the Airport are shown in FY unless otherwise noted.

3.4.1 Intrastate Cargo Tonnage

The following is a summary of the methodology used in the intrastate air cargo forecasts:

- Identified and projected the drivers of intrastate activity at ANC.
- Projected future ANC inbound and outbound intrastate cargo using regression analysis.
- Allocated tonnage projections to passenger carriers and all-cargo carriers.

The methodology will be described in greater detail in subsequent sections of this report. The following data sources were used in the analysis:

- The US DOT T-100 database to obtain cargo tonnage and operations data on a market-by-market basis.
- Cirium Diio Mi and individual airline websites for aircraft types and configurations for each airline.
- Airline and ground handler interviews.

A forecast equation using regression analysis was used to validate the statistical relationship between total historical intrastate cargo tonnage for Alaska from ANC with a group of independent variables compiled and projected by W&P. The variable that was most statistically significant was the total employment numbers for the rest of Alaska or the aggregate total employment data for all counties in Alaska except for the Anchorage MSA. **Table 3-17** shows the regression statistics for intrastate cargo tonnage.

The results indicated that at outlying communities, many of which do not have road access, demand responded positively to economic factors like employment. Inbound cargo to ANC from these communities is much less than outbound cargo and probably insufficient to sustain air service on its own and thus primarily dependent on capacity available on the return flights generated by outbound cargo. Alaska's economy is especially dependent on air transportation for the shipment of goods. Since most goods to these communities are already shipped by air, the traditional source of air cargo growth — an increase in market share at the expense of other

modes such as truck and rail — is not possible. In addition, any decline in the oil or gas industries will limit increases in demand.

Table 3-17 Regression Statistics: Intrastate Cargo Tonnage

Regression Statistics	
Multiple R	92.8%
R Square	86.1%
Coefficients	
Intercept	3.754471207
EMPLOYMENT (REST OF ALASKA)	4.480854428

Source: RS&H Analysis, 2023

3.4.1.1 *Belly and All- Cargo Tonnage Forecasts*

Most of the intrastate air cargo at ANC is transported by air freight specialists such as Lynden Air Cargo, Northern Air Cargo (NAC) and others. Alaska Airlines, which operates a dedicated fleet of Boeing 737-700Fs and is converting two company-owned Boeing 737-800 passenger aircraft into 737-800BCFs (Boeing Converted Freighters), is the only passenger carrier that accounts for more than five percent of the intrastate cargo market. Alaska Airlines also operated the Boeing 737-400 Combi aircraft which carried cargo on both the belly and a portion of the passenger deck. The operation of these aircraft was discontinued in 2018. Since the cargo carried on the passenger deck was counted as belly cargo, intrastate cargo tonnage experienced a reduction of 50.5 percent from FY 2018 to FY 2019 explaining the rapid decline of this cargo sector at that period of time. Additionally, the national trend has been for the belly cargo share of air freight to decline as integrated carriers have gained market share and passenger carriers have increasingly emphasized quick turnaround times and high passenger load factors, which reduce their ability to transport air freight.

The FAA does not publish a specific cargo load factor forecast. However, the FAA projects passenger ASMs to increase much faster than Revenue Ton Miles (“RTMs”) on passenger carriers. This can infer that the FAA anticipates passenger carrier cargo load factors will continue to decline relative to passenger load factors.

To forecast the share of inbound and outbound belly versus all-cargo loads, a trend analysis was conducted to verify the assumptions of declining belly cargo based on anecdotal and FAA data

were indeed happening. From FY 2016 until FY 2022, intrastate belly cargo declined by 86.7 percent with a significant portion of that decline occurring during the COVID-19 Pandemic.

Table 3-18 summarizes the intrastate cargo tonnage forecasts for ANC. Combined all-cargo and belly inbound and outbound tonnage is projected to increase from 119,512 tons in FY 2022 to 144,572 tons in FY 2042, an CAGR of 1.0 percent. The belly cargo share is expected to decline slightly at an CAGR of -0.1 percent from FY 2022 to FY 2042 and the all-cargo share is expected to increase at an CAGR of 1.0 percent throughout the Forecast Period.

Table 3-18 Intrastate Cargo Tonnage

		Intra-Alaska Belly			Intra-Alaska All-Cargo			Intra-Alaska Total		
	Fiscal Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Historical	2018	6,466	6,591	13,056	23,210	79,410	102,621	29,676	86,001	115,677
	2019	4,258	4,415	8,673	30,233	85,846	116,079	34,491	90,261	124,752
	2020	3,674	3,932	7,607	20,956	83,735	104,691	24,631	87,667	112,298
	2021	2,642	2,942	5,583	18,785	93,081	111,866	21,427	96,022	117,449
Baseline	2022	1,352	1,486	2,838	21,063	95,611	116,674	22,415	97,097	119,512
Forecast	2023	1,338	1,472	2,810	21,922	97,691	119,613	23,260	99,162	122,423
	2024	1,325	1,457	2,782	22,173	98,719	120,893	23,498	100,176	123,674
	2025	1,312	1,442	2,754	22,439	99,809	122,247	23,750	101,251	125,001
	2026	1,300	1,429	2,729	22,687	100,828	123,515	23,986	102,258	126,244
	2027	1,291	1,419	2,710	22,929	101,834	124,763	24,220	103,253	127,473
	2032	1,275	1,402	2,678	24,078	106,684	130,763	25,354	108,087	133,440
	2037	1,295	1,446	2,741	25,140	111,248	136,388	26,435	112,695	139,129
	2042	1,314	1,498	2,812	26,155	115,606	141,761	27,469	117,104	144,572
CAGR										
2018 - 2022		-32.4%	-31.1%	-31.7%	-2.4%	4.8%	3.3%	-6.8%	3.1%	0.8%
2022 - 2032		-0.6%	-0.6%	-0.6%	1.3%	1.1%	1.1%	1.2%	1.1%	1.1%
2032 - 2042		0.3%	0.7%	0.5%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
2022 - 2042		-0.1%	0.0%	0.0%	1.1%	1.0%	1.0%	1.0%	0.9%	1.0%

Source: US DOT T-100; AIAS; RS&H Analysis 2023

3.4.2 Asia/North Pacific and Other U.S. All-Cargo Carrier Tonnage

ANC's location roughly half-way between East Asia and North America and in-line with the Great Circle Route makes it an efficient, and strategic stopping point for international air cargo carriers to refuel. Many of the world's largest cargo carriers and integrators have chosen to use ANC as a strategic place to make technical stops. The main reason for the stop in ANC is because cargo carriers have found it is more lucrative to carry heavier cargo loads and refuel at the Airport rather than to carry the maximum fuel capacity of their aircraft and a lighter cargo load (also known as a weight penalty) as would be required in non-stop operations from Asia to North America. Aircraft like the Boeing 747-8F and the 777F have the capabilities of bypassing ANC on flights such as Tokyo Narita ("NRT") to New York ("JFK") or Seoul ("ICN") to Memphis ("MEM") but most carriers at ANC have opted for the refueling alternative to allow them to maximize their cargo load factors, which reduces the cost of fuel per pound of cargo carried.

Boeing and Airbus are currently marketing new all-cargo aircraft with more range and fuel efficiency compared to current aircraft models used worldwide such as the Boeing 747-400F and the MD-11F. Boeing has launched the 777-8 Freighter and Airbus is in the process of launching the A350F, both of which have more range and lower fuel burn to comply with more rigid emissions standards. However, after discussing operational requirements with airlines and ground handlers operating at ANC and reviewing industry journals, the assumption for this forecast is that the cargo carriers at ANC will not materially change the fundamental technical stop business model throughout the Forecast Period. Though individual markets will continue to overfly ANC based on the economic fundamentals of supply and demand of high revenue markets that are time sensitive, carriers will continue to use ANC as a strategic fueling stop even when using newer aircraft.

Newer Boeing and Airbus aircraft are forecast to be incorporated into the ANC fleet mix in the last 10-years of the Forecast Period. ANC's current Asia/North Pacific and U.S. all-cargo fleet mix which is currently comprised of models such as the Boeing 777F, MD-11F and 747-400F, will continue to operate throughout the short- to medium-term. Older models of these variants will be replaced by converted passenger to cargo variants of the Boeing 777 and similar aircraft.

An important characteristic of the Asia-North America market is that it is directionally unbalanced. Asian countries export more to the U.S. (measured in both weight and value) than they import. As a result, eastbound cargo tonnage flows – from Asia to North America – are approximately twice westbound flows. Consequently, aircraft flying eastbound tend to have full (and profitable) loads while they fly light (and unprofitable) loads going westbound. Since most of the tonnage neither originates nor terminates in Alaska, outbound flows are very similar to the inbound flows on both the eastbound and westbound routes. South Korea, Taiwan, and

Hong Kong are the principal points of origin for the non-stop cargo flows going to ANC. However, in many instances, these origins are consolidation points for goods that are manufactured in China or elsewhere in Southeast Asia. New non-stop markets to ANC are expected to move south to new emerging manufacturing centers in places such as Cambodia and Vietnam.

Eastbound cargo flows passing through ANC accounted for over 2.0 million tons in FY 2022. The primary points of origin (in terms of the non-stop air leg) are Seoul Incheon (28.1 percent), Hong Kong (18.3 percent), Taipei (14.0 percent), Osaka (9.2 percent), Tokyo Narita (8.2 percent and Shanghai (7.3 percent). The primary U.S. destinations are Chicago O'Hare (22.6 percent), Louisville (13.9 percent), Los Angeles (9.6 percent), New York Kennedy (8.9 percent) and Memphis (8.5 percent). As noted earlier, westbound flows are slightly less than half of eastbound flows in overall tonnage.

A unique trend emerged through the COVID-19 Pandemic. Historically, eastbound cargo flows to the U.S. via ANC have averaged approximately 65 percent of total tonnage versus 35 percent on the westbound portion to Asia. The percentage split shifted to approximately 59 percent westbound and 31 percent eastbound in FY 2022. During the COVID-19 Pandemic as lockdowns in major urban areas started to occur and international passenger travel was suspended, ANC's all-cargo traffic operations rose by 33.8 percent from FY 2019 to FY 2022. Some of the reasons for this aggressive short-term growth was related to cargo deviations from the bellies of commercial passenger traffic to U.S. lower-48 markets and the sudden rise in movement of Personal Protective Equipment ("PPE") and other COVID-19 Pandemic related goods which began to funnel through ANC as an in-transit point. In addition, maritime shipping problems and accelerated trade to fix global supply chain issues boosted ANC's cargo volumes substantially. As a consequence, and as previously mentioned, ANC became the third busiest airport in the world measured in tons in CY 2022. This compares to its position as the sixth busiest in the recent past.

This forecast assumes that eastbound and westbound cargo tonnage will return to a split of approximately 65/35 percent during the Forecast Period.

3.4.2.1 Forecast Methodology and Results

Regression analysis was used to prepare a forecasting equation for eastbound and westbound air cargo flows. A regression equation was used to find a correlation between all-cargo historical tonnage and independent variables such as local/country specific GDP and fuel prices. The variables that were the most statistically significant were U.S. GDP for westbound traffic and Asia/Pacific GDP for eastbound traffic so the growth rates for these specific independent variables projected by the FAA in their Aerospace Forecast for FFY 2023 were applied to the historical tonnage figures. After performing a sensitivity analysis, a decision was made to lower the forecasted eastbound and westbound tonnage growth rates to better align with airline expectations of the market in the short-term and to better reflect current economic conditions and a growing future competitive landscape.

Table 3-19 shows the regression statistics for Asia/North Pacific and Other U.S. All-Cargo Carrier Tonnage. As shown in **Table 3-20**, the eastbound tonnage forecast projects an average annual increase of 3.3 percent whereas the westbound tonnage forecast projects an average annual increase of 2.0 percent for the Forecast Period. Total Asia/North Pacific and U.S. all-cargo carrier tonnage are expected to increase at an CAGR of 2.8 percent over the Forecast Period.

Table 3-19 Regression Statistics: Asia/North Pacific & Other U.S. All-Cargo Carrier Tonnage

Regression Statistics (EASTBOUND)		Regression Statistics (WESTBOUND)	
Multiple R	99.9%	Multiple R	97.9%
R Square	99.8%	R Square	95.9%
Coefficients		Coefficients	
Intercept	73430.36645	Intercept	114.7938593
GDP (Japan/China/Other Asia)	39.42344957	GDP (Japan/China/Other Asia)	1240886.563

Source: RS&H Analysis, 2023

Table 3-20 Asia/North Pacific & Other U.S. All-Cargo Carrier Tonnage

		Eastbound (To US)			Westbound (To Asia)			Total		
	Fiscal Year	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
Historical	2018	849,022	900,695	1,749,717	494,494	439,523	934,017	1,343,516	1,340,218	2,683,734
	2019	841,022	872,768	1,713,790	494,503	430,022	924,525	1,335,524	1,302,790	2,638,314
	2020	875,666	916,197	1,791,862	501,481	428,768	930,249	1,377,147	1,344,965	2,722,111
	2021	1,107,132	1,087,738	2,194,870	619,754	611,503	1,231,257	1,726,886	1,699,242	3,426,127
Baseline	2022	1,024,142	1,023,907	2,048,048	734,587	686,481	1,421,068	1,758,728	1,710,388	3,469,116
Forecast	2023	1,065,107	1,064,863	2,129,970	752,217	702,957	1,455,173	1,817,324	1,767,820	3,585,144
	2024	1,107,712	1,107,457	2,215,169	770,270	719,828	1,490,097	1,877,982	1,827,285	3,705,267
	2025	1,152,020	1,151,756	2,303,776	788,756	737,103	1,525,860	1,940,776	1,888,859	3,829,636
	2026	1,198,101	1,197,826	2,395,927	807,686	754,794	1,562,480	2,005,787	1,952,620	3,958,407
	2027	1,246,025	1,245,739	2,491,764	827,071	772,909	1,599,980	2,073,096	2,018,648	4,091,744
	2032	1,482,720	1,482,380	2,965,100	919,431	859,221	1,778,652	2,402,152	2,341,601	4,743,752
	2037	1,722,214	1,721,818	3,444,032	1,007,186	941,229	1,948,415	2,729,400	2,663,047	5,392,447
	2042	1,969,523	1,969,071	3,938,594	1,086,092	1,014,968	2,101,060	3,055,615	2,984,039	6,039,654
CAGR										
2018 - 2022		4.8%	3.3%	4.0%	10.4%	11.8%	11.1%	7.0%	6.3%	6.6%
2022 - 2032		3.8%	3.8%	3.8%	2.3%	2.3%	2.3%	3.2%	3.2%	3.2%
2032 - 2042		2.9%	2.9%	2.9%	1.7%	1.7%	1.7%	2.4%	2.5%	2.4%
2022 - 2042		3.3%	3.3%	3.3%	2.0%	2.0%	2.0%	2.8%	2.8%	2.8%

Source: FAA Aerospace Forecast FY 23; AIAS; RS&H Analysis, 2023

3.5 All-Cargo Aircraft Landings

An all-cargo aircraft landings forecast was developed as part of the ANC Master Plan Update broken down into landings from the rest of Alaska and from other U.S./international destinations. The forecast was prepared using the following assumptions through the Forecast Period:

General All-Cargo Assumptions

- New aircraft types over the Forecast Period will be based on the fleet acquisition plans of the cargo carriers serving North America and Asia.
- There will be no new aircraft with capabilities beyond those currently in the planning or development stages.
- Since the forecast is unconstrained, the fleet mix projections are not limited by the existing number or length of runways or airfield configuration.
- No supersonic or hypersonic freighter aircraft are projected.

Intrastate All-Cargo Aircraft Operations

- Alaska Airlines will continue to operate the Boeing 737-700F and add Boeing 737-800BCFs to their fleet.
- Everts Air Cargo will discontinue the use of heavy-duty piston aircraft such as the DC-6 and continue to operate with Douglas MD-83s or equivalent size aircraft.
- Northern Air Cargo will continue to operate Boeing 737 or similar sized aircraft.
- Alaska Central Express and FedEx Feeder will continue to operate with Beech 1900 and Cessna Caravans or similar sized aircraft, respectively.

International/Other U.S. All Cargo Aircraft Operations

- Cargo fleets for FedEx, UPS and Asian carriers will remain dependent on the MD-11F, 747-400F, 777F and 747-8F as the primary aircraft for their operations.
- All-cargo international carriers at ANC will introduce new Boeing and Airbus aircraft such as the 777-8F and the A350F with more range and less CO2 emissions in the second half of the Forecast Period.
- The trend of freight converted aircraft from passenger aircraft will continue with many former passenger 777 and 747 aircraft added to the fleet of carriers operating at ANC.
- The operation of Boeing 767-300F and A330-200P2F will continue to be operated by carriers such as MasAir, Maersk and PrimeAir.

RS&H considered various econometric approaches to calculate all-cargo aircraft landings. Ultimately, the growth rate of total RTMs as projected by the FAA was used. The decision to use

this methodology to forecast growth of all-cargo landings was based on interviews with all-cargo carriers at ANC. RS&H quantified observations collected during air carrier interviews and looked at forecasts of air cargo tonnage that provided similar trends which concluded that the intense growth during COVID was a unique, independent event and would be followed by growth rates more indicative of ANC's historical cargo aviation activity. All-cargo landing projections were also divided by landings from the rest of Alaska markets and other U.S./international destinations by applying historical growth rate trends.

Total all-cargo aircraft landings are projected to grow from 56,101 landings in FY 2022 to 81,897 landings in FY 2042 at an annual growth rate of 1.9 percent. **Table 3-21** summarizes the aircraft landings forecast.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 3-21 All-Cargo Aircraft Landings

	Fiscal Year	From Rest of Alaska	From Other US/International	Total
<i>Historical</i>	2018	12,138	35,133	47,271
	2019	12,343	29,555	41,898
	2020	12,939	32,314	45,253
	2021	13,558	39,153	52,711
<i>Baseline</i>	2022	13,626	42,475	56,101
<i>Forecast</i>	2023	13,841	43,831	57,672
	2024	14,173	44,883	59,056
	2025	14,485	45,870	60,355
	2026	14,804	46,879	61,683
	2027	15,100	47,817	62,917
	2032	16,606	52,587	69,193
	2037	18,156	57,493	75,649
	2042	19,655	62,242	81,897
CAGR				
	2018 - 2022	2.9%	4.9%	4.4%
	2022 - 2032	2.0%	2.2%	2.1%
	2032 - 2042	1.7%	1.7%	1.7%
	2022 - 2042	1.8%	1.9%	1.9%

Source: S DOT T-100; AIAS; RS&H Analysis, 2023

3.6 General Aviation Forecast

General Aviation (GA) is an important component of aviation in Alaska accounting for 12.8 percent of operations at ANC. Nationally, personal and recreational GA has been in decline while corporate and business-related general aviation has been increasing. Like other aviation sectors, GA experienced a steep decline in activity early in the COVID-19 Pandemic; however, demand began to recover for this sector in the second half of CY 2020, much faster than for passenger airlines. Domestic and international business jet operations in April 2020 were nearly 75.0 percent below CY 2019 levels, but by June 2020 had recovered to levels approximately 24.0 percent below those in June 2019, and by December 2020 were only about 12.0 percent lower than the prior year's level of activity.¹¹ Demand for business aviation has rebounded in part due to increased demand from corporate executives and individuals able to pay for alternatives to commercial scheduled passenger service during the COVID-19 Pandemic.

GA is very cyclical aviation activity and is closely related to fuel price fluctuations and economic trends. ANC and Lake Hood (LHD) have experienced trends similar to national trends in recent years. From FY 2010 until FY 2016 GA traffic was up almost 10.0 percent in ANC followed by a decline of 7.7 percent prior to the COVID-19 Pandemic.

The forecast of GA operations at ANC and LHD is presented in **Table 3-22** and based on a market share analysis of U.S. general aviation activity, measured by general aviation hours flown. The change in the historical ratio of ANC/LHD general aviation operations to U.S. general aviation hours flown was calculated, and this change in the ratio was projected to continue in the future. It was assumed that the percentage split between ANC and LHD general aviation operations will remain constant at FY 2022 levels.

¹¹ FAA data via General Accountability Office ("GAO"), 2022

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 3-22 General Aviation Aircraft Operations

	Fiscal Year	US Hours Flown (thousands)	ANC	LHD	Total	Ratio
Historical	2018	25,506	26,457	65,000	91,457	0.0036
	2019	25,566	27,812	70,020	97,832	0.0038
	2020	22,492	25,320	62,847	88,167	0.0039
	2021	23,380	30,815	70,112	100,927	0.0043
Baseline	2022	24,211	29,009	58,562	87,571	0.0036
Forecast	2023	24,574	29,431	59,414	88,845	0.0033
	2024	24,937	29,859	60,278	90,137	0.0042
	2025	25,300	30,294	61,155	91,449	0.0045
	2026	25,663	30,734	62,045	92,779	0.0048
	2027	26,024	31,181	62,947	94,129	0.0051
	2032	26,994	32,344	65,294	97,637	0.0073
	2037	28,108	33,678	67,988	101,666	0.0103
	2042	29,563	35,422	71,508	106,929	0.0147
CAGR						
	2018 - 2022	-1.3%	2.3%	-2.6%	-1.1%	
	2022 - 2032	1.1%	1.1%	1.1%	1.1%	
	2032 - 2042	0.9%	0.9%	0.9%	0.9%	
	2022 - 2042	1.0%	1.0%	1.0%	1.0%	

Source: FAA Aerospace Forecast FY23; ANC Tower Counts; RS&H Analysis, 2023

3.7 Military Forecast

Table 3-23 presents the forecasts of military aircraft operations at ANC. Military operations at ANC declined since CY 2010 as a result of the CY 2011 relocation of the Kulis Air National Guard to Elmendorf Air Force Base. Military operations are related to national and international political and institutional factors rather than local economic conditions and are therefore difficult to forecast using traditional approaches. Consequently, military operations are assumed to remain constant at the FFY 2022¹² level of activity.

Table 3-23 Military Aircraft Operations

	Fiscal Year	Operations
<i>Historical</i>	2018	2,534
	2019	3,025
	2020	3,048
	2021	3,599
<i>Baseline</i>	2022	3,687
<i>Forecast</i>	2023	3,600
	2024	3,600
	2025	3,600
	2026	3,600
	2027	3,600
	2032	3,600
	2037	3,600
	2042	3,600
CAGR		
	2018 - 2022	9.8%
	2022 - 2032	-0.2%
	2032 - 2042	0.0%
	2022 - 2042	-0.1%

Source: FAA OPSNET; RS&H Analysis 2023

¹² FFY used because the Military Aircraft Forecast was developed by the FAA

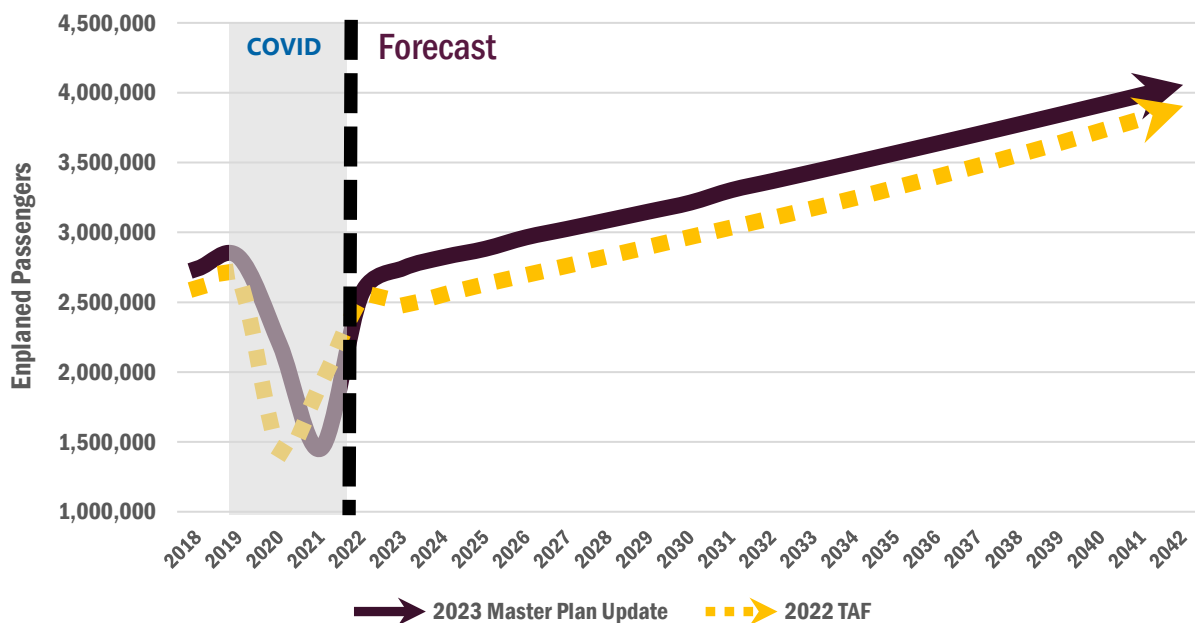
3.8 Comparison to the FAA TAF

The FAA has oversight responsibility to review and approve aviation forecasts developed in conjunction with airport planning studies. The FAA reviews individual airport forecasts with the objective of comparing them to its national TAF and the NPIAS. As previously mentioned in Section 3.1 of this chapter, the FAA must approve sponsor forecasts before they can be used to prepare facility requirements in a master plan or before going forward with an environmental document that requires a forecast. The FAA uses a 10.0 percent threshold for the first 10 years and 15.0 percent threshold for the subsequent 5-year period as a rule-of-thumb for accepting non-FAA forecasts as the basis for planning and environmental studies. If these stated thresholds are exceeded, the FAA Region office in which the airport is located, will forward the forecasts to FAA headquarters for review.

3.8.1 Comparison of Enplaned Passengers to the TAF

After developing the forecast of total enplaned passengers for ANC, the results were compared to the FFY 2022 FAA TAF, the latest available TAF document produced and published by the FAA. As can be seen in **Figure 3-4**, the 2023 Master Plan Update forecast of total enplaned passengers tracks closely with the FFY 2022 TAF, within 10.0 percent for the majority of the Forecast Period except for the period between FY 2023 and FY 2024 where the percentages deviate (exceed the TAF) by 0.5 percent and 0.4 percent respectively.

Figure 3-4 Forecast of Enplaned Passengers Compared to FAA TAF



Source: US DOT T-100; AIAS; FAA TAF; RS&H Analysis, 2023

However, as can be observed in **Table 3-24**, the FFY 2022 TAF has a reduction in enplanements at ANC between FFY 2022 and FFY 2023 of -1.2 percent. As mentioned in Section 3.3.3.2 of this chapter, RS&H developed an estimate of total passenger enplanements for FY 2023 with a result of a 7.0 percent growth rate compared to FY 2022. There is no indication that enplanements will decrease in FFY 2022 and FFY 2023. This is validated by current airline schedules and enplanement data already collected though a portion of FFY 2022 at the time of this writing. Thus RS&H developed an alternative TAF scenario where the FFY 2022 to FFY 2023 period produces a growth of 2.5 percent. All other growth rates for the Forecast Period through FFY 2042 are left unchanged. Under those results, the difference between the TAF and FY 2023 ANC Master Plan Update would range between 0.2 percent and 6.5 percent. The TAF Alternate scenario would result in an average annual compound growth rate of 2.4 percent for the Forecast Period.

Table 3-24 Forecast of Enplaned Passengers Compared to FAA TAF Alternate Scenario

		2023 Master Plan Update	2022 TAF	Diff w/ TAF	2022 TAF (Alternate)	Diff w/ TAF
<i>Baseline</i>	2022	2,564,262	2,513,209		2,513,209	
<i>Forecast</i>	2023	2,743,253	2,483,003	10.5%	2,576,039	6.5%
	2024	2,823,348	2,556,270	10.4%	2,652,051	6.5%
	2025	2,882,217	2,629,693	9.6%	2,728,226	5.6%
	2026	2,964,812	2,695,139	10.0%	2,796,124	6.0%
	2027	3,025,294	2,761,219	9.6%	2,864,680	5.6%
	2032	3,367,638	3,103,629	8.5%	3,219,900	4.6%
	2037	3,704,260	3,476,606	6.5%	3,606,288	2.7%
	2042	4,056,254	3,905,519	3.9%	4,049,861	0.2%
CAGR						
	2022 - 2032	2.8%	2.1%		2.5%	
	2032 - 2042	1.9%	2.3%		2.3%	
	2022 - 2042	2.3%	2.2%		2.4%	

Source: US DOT T-100; AIAS; FAA TAF; RS&H Analysis, 2023

3.8.2 Comparison of Total Aircraft Operations to the TAF

Total aircraft operations at ANC by activity type (passenger, cargo, general aviation, and military) were consolidated for comparison purposes with the TAF. The passenger and cargo landings forecasts were multiplied by two to calculate total operations. From the period between FY 2009 until FY 2022, the historical split between enplaned and deplaned passengers at ANC has been approximately 50.0 percent/50.0 percent.

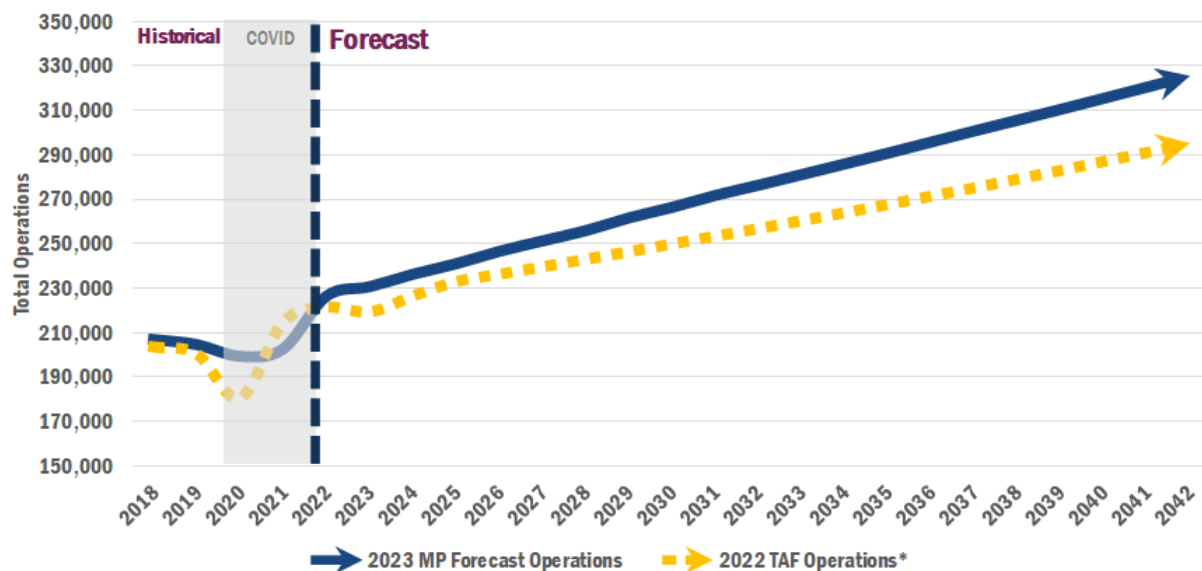
RS&H prepared two aircraft operations forecast comparisons to the TAF for ANC. This approach was taken because the TAF combines the general aviation operations for ANC and LHD.

The first was prepared as a direct comparison forecast between ANC and the TAF and included an adjustment to net out LHD operations from the TAF throughout the Forecast Period. This forecast is labeled as “Adjusted TAF.” LHD operations were estimated to make up approximately 25.0 percent of ANC’s TAF GA operations based on an RS&H historical analysis using FAA Air Traffic Activity System (ATADS) data and through review of historical counts provided by the ANC Airport Traffic Control Tower (ATCT) staff for CY 2019 through CY 2022.

Figure 3-5 and **Table 3-25** show the ANC total aircraft operations forecast compared to the FFY 2022 Adjusted TAF. ANC’s total operations are expected to increase at an CAGR of 1.8 percent over the Forecast Period compared to 1.5 percent for the Adjusted TAF for the same period. This puts ANC within the FAA’s preferred 10.0 to 15.0 percent difference with TAF growth rates.

The second comparison does not net out LHD operations from the ANC TAF and keeps operations as published by the FAA. This forecast is labeled as “ANC + LHD.” **Figure 3-6** and **Table 3-26** show the ANC 2023 Master Plan Update total aircraft operations forecast compared to the FFY 2022 TAF ANC + LHD. The Airport’s total operations are expected to increase at a CAGR of 1.7 percent over the Forecast Period compared to 1.7 percent for the ANC + LHD version of the TAF for the same period. This forecast comparison puts ANC within 3.0 percent of TAF growth rates throughout the Forecast Period.

Figure 3-5 Total Aircraft Operations Compared to FAA Adjusted TAF



* FAA TAF adjusted to net out LHD operations

Source: US DOT T-100; AIAS; FAA TAF; RS&H Analysis, 2023

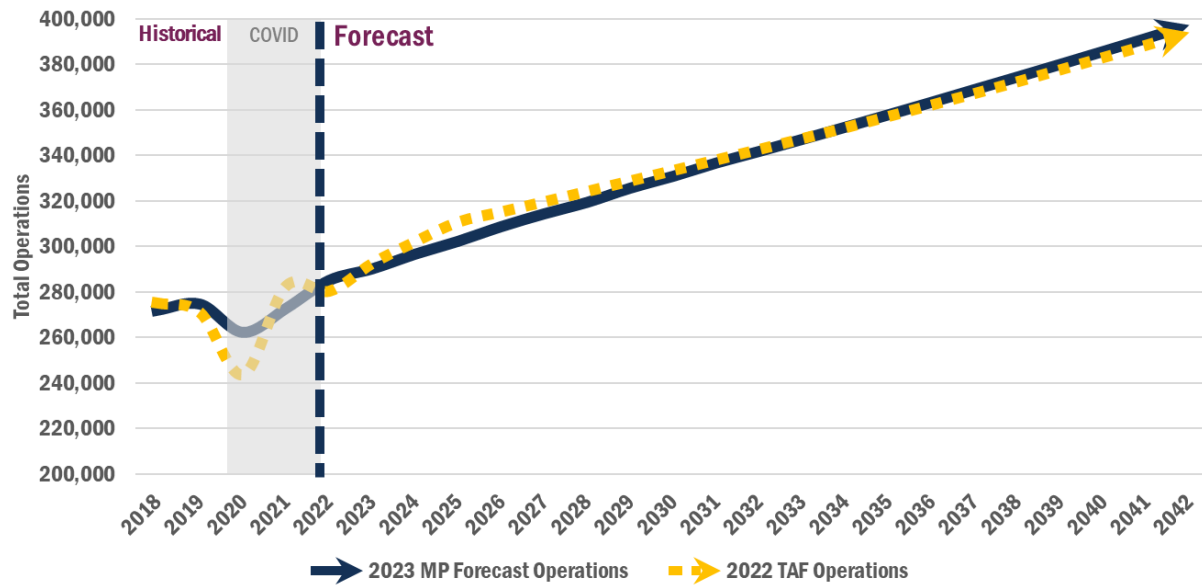
Table 3-25 FY 2023 Total Aircraft Operations Compared to FAA Adjusted TAF

	Fiscal Year	Passenger	Cargo	General Aviation	Military	2023 MP Forecast Operations	2022 TAF Operations*	Diff w/ TAF
Historical	2018	83,244	94,542	26,457	2,534	206,777	203,614	
	2019	89,820	83,796	27,812	3,025	204,453	200,522	
	2020	80,302	90,506	25,320	3,048	199,176	180,352	
	2021	62,654	105,422	30,815	3,599	202,490	214,766	
Baseline	2022	81,448	112,202	29,009	3,687	226,346	221,440	
Forecast	2023	82,195	115,344	29,431	3,600	230,570	219,338	5.1%
	2024	84,595	118,112	29,859	3,600	236,166	226,502	4.3%
	2025	86,359	120,710	30,294	3,600	240,963	232,988	3.4%
	2026	88,834	123,366	30,734	3,600	246,534	236,300	4.3%
	2027	90,646	125,833	31,181	3,600	251,260	239,642	4.8%
	2032	102,085	138,386	32,344	3,600	276,414	256,871	7.6%
	2037	112,289	151,297	33,678	3,600	300,864	275,246	9.3%
	2042	122,959	163,794	35,422	3,600	325,775	295,340	10.3%
CAGR								
2018 – 2022		-0.5%	4.4%	2.3%	9.8%	2.3%	2.1%	
2022 – 2032		2.3%	2.1%	1.1%	-0.2%	2.0%	1.5%	
2032 – 2042		1.9%	1.7%	0.9%	0.0%	1.7%	1.4%	
2022 – 2042		2.1%	1.9%	1.0%	-0.1%	1.8%	1.5%	

* FAA TAF adjusted to net out LHD operations
Source: RS&H Analysis, 2023

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 3-6 Total Aircraft Operations Compared to FAA TAF (ANC + LHD)



Source: US DOT T-100; AIAS; FAA TAF; RS&H Analysis, 2023

Table 3-26 FY 2023 Total Aircraft Operations

2023 MP Forecast								
	Fiscal Year	Passenger	Cargo	General Aviation	Military	Operations	2022 TAF Operations	Diff w/ TAF
Historical	2018	83,244	94,542	91,457	2,534	271,777	275,154	
	2019	89,820	83,796	97,832	3,025	274,473	270,975	
	2020	80,302	90,506	88,167	3,048	262,023	243,719	
	2021	62,654	105,422	100,927	3,599	272,602	282,587	
Baseline	2022	81,448	112,202	87,571	3,687	284,908	280,304	
Forecast	2023	82,195	115,344	88,845	3,600	289,984	292,450	-0.8%
	2024	84,595	118,112	90,137	3,600	296,444	302,002	-1.8%
	2025	86,359	120,710	91,449	3,600	302,118	310,651	-2.7%
	2026	88,834	123,366	92,779	3,600	308,578	315,067	-2.1%
	2027	90,646	125,833	94,129	3,600	314,208	319,522	-1.7%
	2032	102,085	138,386	97,637	3,600	341,707	342,495	-0.2%
	2037	112,289	151,297	101,666	3,600	368,852	366,995	0.5%
	2042	122,959	163,794	106,929	3,600	397,282	393,786	0.9%
CAGR								
2018 - 2022		-0.5%	4.4%	-1.1%	9.8%	1.2%	0.5%	
2022 - 2032		2.3%	2.1%	1.1%	-0.2%	1.8%	2.0%	
2032 - 2042		1.9%	1.7%	0.9%	0.0%	1.5%	1.4%	
2022 - 2042		2.1%	1.9%	1.0%	-0.1%	1.7%	1.7%	

Source: RS&H Analysis, 2023

3.9 Forecast Sensitivity Analysis

The assumptions used in developing the forecasts are likely to vary over the Forecast Period and the variations could be material. One way to explore the impact of these variations is to develop a forecast sensitivity analysis in which the baseline forecast is compared and evaluated against the growth patterns of alternative independent forecasts. The baseline forecast provides the basis for determining what additional facilities or policies will be required to manage capacity at ANC through FY 2042. ANC must be able to respond to a range of contingencies that could occur, considering political, economic, and technological changes. The recommended development program must be flexible enough to accommodate these contingencies. In that regard, a “high” and “low” forecast were added to the baseline or “most likely” scenario for the forecast developed for total enplaned passengers, total aircraft operations and total air cargo tonnage as presented earlier in this chapter. In addition, for total enplaned passengers and total aircraft operations, a FFY 2022 TAF line was added for further comparison purposes.

For the high case comparisons, a select group of forecasts as published by FAA in the Aerospace Forecast Fiscal Years 2023 – 2043 book published in May 2023 were selected. For the low case comparisons, RS&H analyzed numerous independent forecasts but decided to designate a low growth rate by identifying and quantifying an extreme possible outcome based on exogenous events such as a new pandemic or a severe global economic shock and assessing for consistency and plausibility. Two points that were considered included:

1. Time frame: the low is an average CAGR based on economic fluctuations throughout the Forecast Period; can a low growth rate be sustained for a 20-year period?
2. Internal consistency: do the economic conditions exist that could create a path to a low case throughout the Forecast Period and how plausible would this be?

Table 3-27 shows the forecast sensitivity analysis for the total enplaned passengers forecast with the most probable CAGR of 2.3 percent over the Forecast Period, compared to a high case with an CAGR of 2.9 percent and a low case with an CAGR of 1.3 percent. The high case growth rates are based on the FAA optimistic forecast of domestic enplanements.

Table 3-28 shows the forecast sensitivity analysis for the total aircraft operations forecast with the most probable CAGR of 1.8 percent over the Forecast Period, compared to a high case with an CAGR of 2.2 percent and a low case with an CAGR of 1.1 percent. The high case growth rates are based on the FAA optimistic forecast of domestic passenger departures.

Table 3-29 shows the forecast sensitivity analysis for the total air cargo tonnage forecast with the most probable CAGR of 2.8 percent over the Forecast Period, compared to a high case with an CAGR of 3.6 percent and a low case with an CAGR of 1.7 percent. The high case growth rates are based on the FAA forecast of international all-cargo carrier RTMs.

Table 3-27 Forecast Sensitivity Analysis – Total Enplaned Passengers

	Fiscal Year	MOST PROBABLE	HIGH	LOW
Historical	2018	2,741,683	2,741,683	2,741,683
	2019	2,824,465	2,824,465	2,824,465
	2020	2,197,794	2,197,794	2,197,794
	2021	1,452,011	1,452,011	1,452,011
Baseline	2022	2,564,262	2,564,262	2,564,262
Forecast	2023	2,743,253	2,633,497	2,595,033
	2024	2,823,348	2,704,601	2,626,174
	2025	2,882,217	2,777,626	2,657,688
	2026	2,964,812	2,852,622	2,689,580
	2027	3,025,294	2,929,642	2,721,855
	2032	3,367,638	3,437,457	2,923,803
	2037	3,704,260	3,965,648	3,103,492
	2042	4,056,254	4,574,999	3,294,224
CAGR				
2018 - 2022		-1.7%	-1.7%	-1.7%
2022 - 2032		2.8%	2.7%	1.2%
2032 - 2042		1.9%	2.9%	1.2%
2022 - 2042		2.3%	2.9%	1.3%

Source: RS&H Analysis, 2023

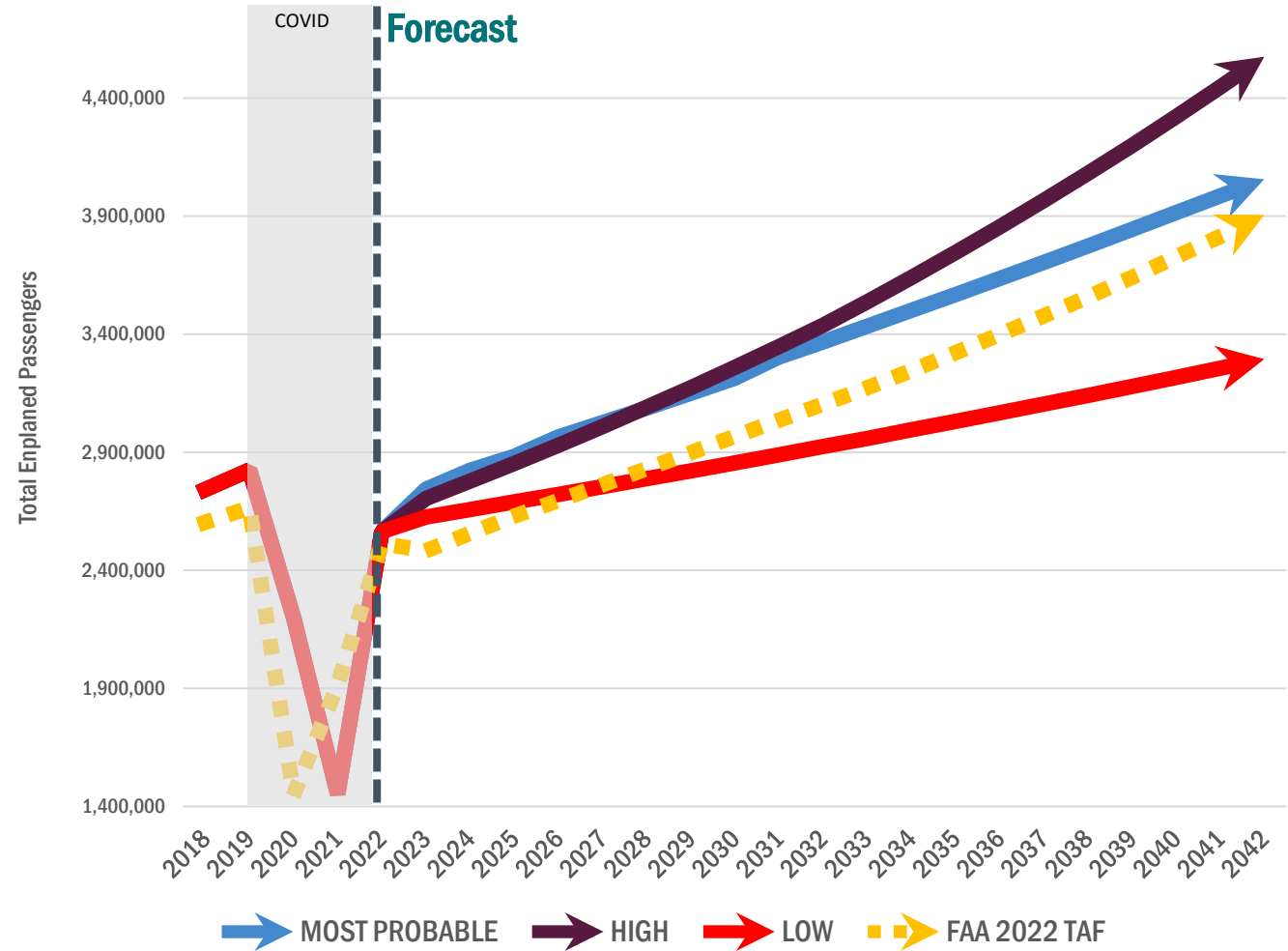


Table 3-28 Forecast Sensitivity Analysis – Total Aircraft Operations

	Fiscal Year	MOST PROBABLE	HIGH	LOW
Historical	2018	206,777	206,777	206,777
	2019	204,453	204,453	204,453
	2020	199,176	199,176	199,176
	2021	202,490	202,490	202,490
Baseline	2022	226,346	226,346	226,346
Forecast	2023	230,570	230,647	229,062
	2024	236,166	235,029	231,811
	2025	240,963	239,494	234,593
	2026	246,534	244,045	237,408
	2027	251,260	248,682	240,257
	2032	276,414	273,221	255,022
	2037	300,864	309,125	269,360
	2042	325,775	349,746	284,505
CAGR				
2018 - 2022		2.3%	2.3%	2.3%
2022 - 2032		2.0%	1.9%	1.2%
2032 - 2042		1.7%	2.5%	1.1%
2022 - 2042		1.8%	2.2%	1.1%

* FAA TAF adjusted to net out LHD operations
Source: RS&H Analysis, 2023

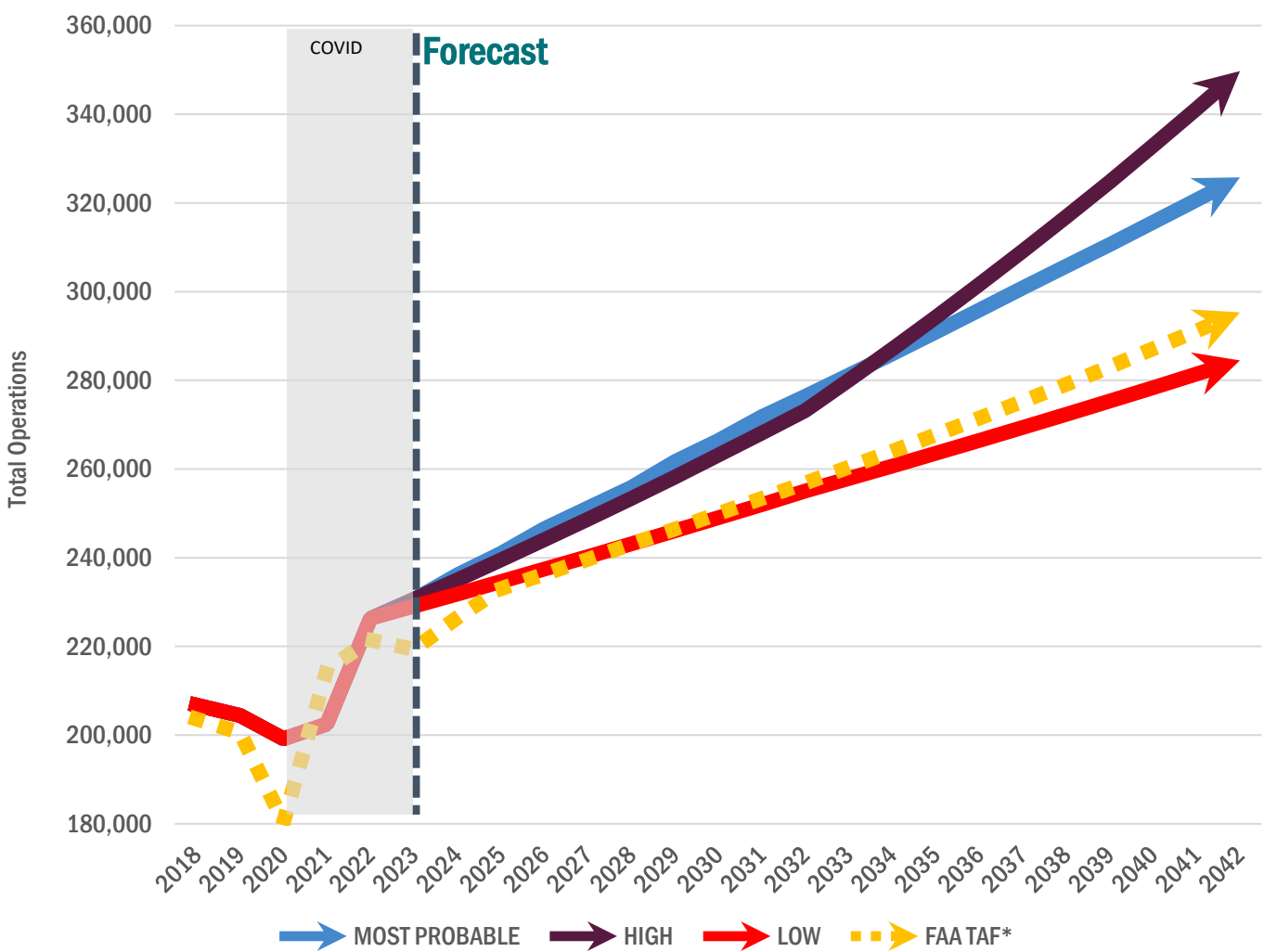
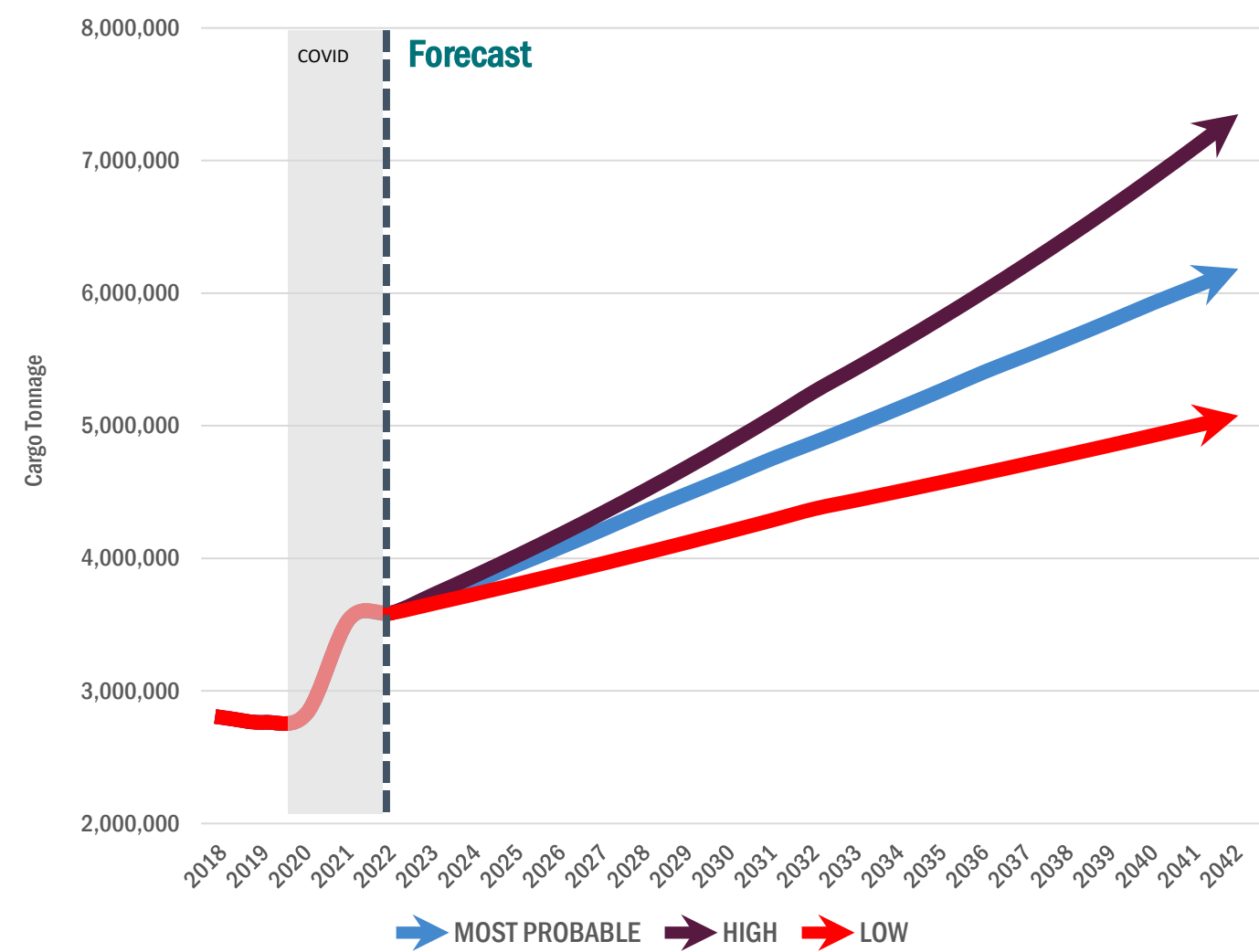


Table 3-29 Forecast Sensitivity Analysis – Total Air Cargo Tonnage

	Fiscal Year	MOST PROBABLE	HIGH	LOW
Historical	2018	2,799,411	2,799,411	2,799,411
	2019	2,763,066	2,763,066	2,763,066
	2020	2,834,409	2,834,409	2,834,409
	2021	3,543,576	3,543,576	3,543,576
Baseline	2022	3,588,628	3,588,628	3,588,628
Forecast	2023	3,707,566	3,728,585	3,660,401
	2024	3,828,941	3,873,999	3,733,609
	2025	3,954,637	4,025,085	3,808,281
	2026	4,084,651	4,182,064	3,884,447
	2027	4,219,217	4,345,164	3,962,135
	2032	4,877,193	5,261,189	4,374,518
	2037	5,531,576	6,218,514	4,712,598
	2042	6,184,227	7,350,034	5,076,806
CAGR				
2018 - 2022		6.4%	6.4%	6.4%
2022 - 2032		3.1%	3.9%	2.0%
2032 - 2042		2.4%	3.4%	1.5%
2022 - 2042		2.8%	3.6%	1.7%

Source: RS&H Analysis, 2023





January 2026

Ted Stevens Anchorage International Airport Master Plan Update Chapter 4 – Facility Requirements





Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 4 – Facility Requirements

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

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Prepared by RS&H, Inc. at the direction of
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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

4.1	Introduction.....	1
4.2	Planning Activity Levels	2
4.3	Critical Aircraft.....	10
4.4	Airfield	12
4.4.1	Demand / Capacity Analysis	12
4.4.2	Runway Requirements.....	20
4.4.3	Taxiway / Taxilane Requirements.....	27
4.4.4	NAVAIDs.....	34
4.5	Terminal Requirements.....	35
4.5.1	Aircraft Parking Position Requirements.....	35
4.5.2	South Terminal Building Requirements.....	41
4.6	Ground Access Capacity and Requirements.....	50
4.6.1	Airport Access and Terminal Roadways	50
4.6.2	Airport Access Circulation Roadways	51
4.6.3	Terminal Curbside / Commercial Vehicle Staging	55
4.6.4	Parking	62
4.7	Air Cargo Capacity and Requirements.....	64
4.7.1	Cargo Buildings.....	64
4.7.2	Cargo Apron.....	67
4.7.3	Cargo Landside	69
4.8	General Aviation	70
4.8.1	General Aviation Buildings	70
4.8.2	General Aviation Apron Requirements.....	72
4.8.3	General Aviation Landside	74
4.9	Support Facilities.....	75
4.9.1	Aircraft Rescue and Firefighting (ARFF) / Police and Fire	75
4.9.2	Fuel Storage	77
4.9.3	Airport Maintenance.....	77
4.9.4	Utilities	79
4.9.5	United States Postal Services Facility.....	79
4.9.6	Electric Vehicle Support Infrastructure	80

List of Tables

Table 4-1 Planning Activity Level Forecast Summary – Operations.....	8
Table 4-2 Planning Activity Level Forecast Summary – Air Cargo Volume	8
Table 4-3 Planning Activity Level Forecast Summary – Passengers	9
Table 4-4 Distribution of Passenger Arrival at Airport Prior to Scheduled Flight Departure.....	9
Table 4-5 ANC Aircraft Fleet Mix Summary	11
Table 4-6 Baseline Airfield Demand/Capacity Results	19
Table 4-7 Runway Dimensional Design Standards.....	21
Table 4-8 Wind Coverage Analysis.....	26
Table 4-9 Runway Designation.....	27
Table 4-10 Taxiway Standards.....	29
Table 4-11 Taxilane Standards.....	31
Table 4-12 Terminal Aircraft Parking Position Requirements Summary.....	40
Table 4-13 Critical Aircraft for South Terminal Aircraft Parking Positions	40
Table 4-14 South Terminal Airline Ticketing Area Requirements.....	42
Table 4-15 South Terminal Airline Operations Administrative Space Requirements.....	43
Table 4-16 South Terminal Passenger Screening Checkpoint Area Requirements	44
Table 4-17 South Terminal Baggage Screening Area Requirements	46
Table 4-18 South Terminal Outbound Baggage Make-up Area Requirements.....	47
Table 4-19 South Terminal Baggage Claim and Inbound Baggage Service Requirements.....	48
Table 4-20 South Terminal Holdroom Requirements	49
Table 4-21 Level of Service Definitions for Roadways	50
Table 4-22 Level of Service by Roadway Links in 2019.....	53
Table 4-23 Level of Service by Roadway Links by PALs.....	54
Table 4-24 Vehicle Characteristics by Level and Curb Area.....	56
Table 4-25 Public Parking Daily Parking Transactions	62
Table 4-26 Public Parking Space Requirements.....	62
Table 4-27 Employee Parking Space Requirements.....	63
Table 4-28 Cargo Building Area Requirements	67
Table 4-29 Cargo Apron Area Requirements.....	68
Table 4-30 Cargo Landside Area Requirements.....	69
Table 4-31 General Aviation Building Requirements	72
Table 4-32 Total General Aviation Apron Requirement.....	74
Table 4-33 General Aviation Landside Requirements	74
Table 4-34 Snow Storage Areas	78
Table 4-35 Existing Pavement Areas Applicable to Snow Removal Operations	79
Table 4-36 Forecasted EV Chargers by Facility for Medium Growth Scenario	82
Table 4-37 Forecast Energy Use and Power Demand.....	82

List of Figures

Figure 4-1 Planning Activity Levels (PALs).....	2
Figure 4-2 Design Day Operation Counts – Base PAL (Rolling Hour)	4
Figure 4-3 Design Day Operation Counts – PAL 1 (Rolling Hour).....	4
Figure 4-4 Design Day Operation Counts – PAL 2 (Rolling Hour).....	5
Figure 4-5 Design Day Operation Counts – PAL 3 (Rolling Hour).....	5
Figure 4-6 Design Day Passenger Counts – Base PAL (Rolling Hour)	6
Figure 4-7 Design Day Passenger Counts – PAL 1 (Rolling Hour).....	6
Figure 4-8 Design Day Passenger Counts – PAL 2 (Rolling Hour).....	7
Figure 4-9 Design Day Passenger Counts – PAL 3 (Rolling Hour).....	7
Figure 4-10 Baseline Airfield Layout – Base PAL	14
Figure 4-11 Baseline Airfield Layout – PAL 1 and PAL 2	15
Figure 4-12 Baseline Airfield Layout –PAL 3	16
Figure 4-13 Runway Use Configurations.....	18
Figure 4-14 Takeoff Distance Requirements	23
Figure 4-15 Landing Distance Requirements	24
Figure 4-16 Location of Hot Spot 1 and Hot Spot 2	33
Figure 4-17 South Terminal Gate Demand – Base PAL	37
Figure 4-18 South Terminal Gate Demand – PAL 1	37
Figure 4-19 South Terminal Gate Demand – PAL 2	38
Figure 4-20 South Terminal Gate Demand – PAL 3	38
Figure 4-21 B Concourse and C Concourse Aircraft Parking Demand – PAL 3.....	39
Figure 4-22 August 2019 Design Hour Level of Service on Key ANC Roadway Links	51
Figure 4-23 Terminal Curb Level of Service	57
Figure 4-24 Terminal Departure Curb Level of Service.....	60
Figure 4-25 Terminal Inner Arrival Curb Level of Service	60
Figure 4-26 Terminal Outer Arrival Curb Level of Service	61
Figure 4-27 Vehicle Counts and Market Penetration for Anchorage MSA.....	81
Figure 4-28 Present and Forecasted RAC EV Fleet & Percent of RAC EV Fleet at ANC	83

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo
NADP	Noise Abatement Departure Profiles

NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver
SCS	Sterile Corridor System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

4.1 Introduction

Future airport facility requirements include the size, type, and quantity of facilities necessary to accommodate the forecast needs of the Ted Stevens Anchorage International Airport (ANC).

The ANC facility requirements are organized and described based on the following functional areas:

- Airfield
- Terminal
- Landside
- Air Cargo
- General Aviation
- Support Facilities

Requirements for new or improved facilities can be driven by several variables. For example, facility improvements can be required to meet standards and requirements from regulatory agencies (e.g., Federal Aviation Administration [FAA]), changing economic environment, and/or accommodating new / evolving airport services.

Facility requirements can also be driven by the need for facilities to accommodate forecast demand. The forecast demand metrics that may trigger the need for additional facilities include aircraft operations, passenger enplanements, and air cargo volume.

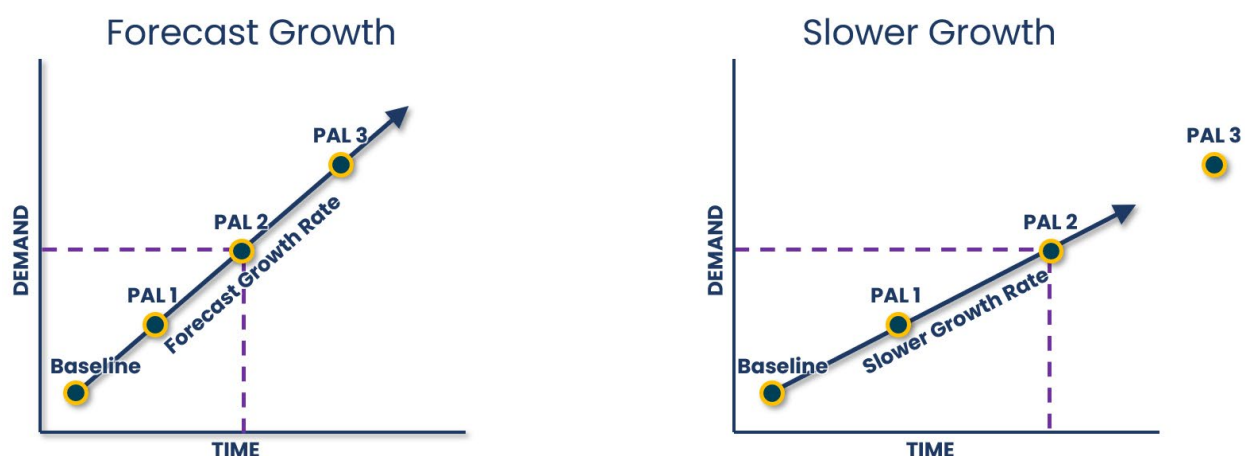
4.2 Planning Activity Levels

Planning Activity Levels (PALs) are used for the purposes of the facility requirements analysis phase of the Master Plan instead of forecast years. Each PAL represents the demand level associated with a particular forecast year. Thus, PALs also represent the demand threshold at which facility improvements are required.

Attributing the facility requirements to a PAL milestone (rather than a year) allows the facility improvement to be demand-driven, rather than calendar-driven. This approach allows the Airport to better track and implement facility improvements based on the corresponding aviation demand even if aviation activity grows faster or slower than forecast. This allows for phased facility improvements to align with demonstrated demand, so the Airport does not over- or under-develop facilities. This culminates in a demand-driven, phased approach for airport development.

An example of how PALs help accommodate changes in forecast growth with facility requirements is depicted in **Figure 4-1**. Specific facility improvements are needed to accommodate the PAL 2 demand in this example scenario. The facility improvement may be required at a specific calendar year based on the forecast growth. However, the facility improvement will be implemented later based on the PAL 2 demand occurs if aviation demand grows slower than forecast. The facility improvement is tied to demonstrated aviation activity demand at the Airport, not based on a specific time.

Figure 4-1
Planning Activity Levels (PALs)



Source: RS&H, 2024.

The forecast demand metrics for the 20-year planning period are described in **Chapter 3, Forecast of Aviation Demand**. The Base PAL represents the 2022 forecast year, PAL 1

represents the 2027 forecast year, PAL 2 represents the 2032 forecast year, and PAL 3 represents the 2042 forecast year.

Demand-based facility requirements analysis is typically prepared either based on annualized forecast demand or peak period demand. The peak period can be seasonally, monthly, daily, hourly, or sometimes partial-hourly. Preparing a design day flight schedule is key to understanding the daily, hourly, and partial-hourly demand profile.

A design day flight schedule was prepared for each of the PAL. The average day of the peak month in the base year was used as the basis to prepare the design day flight schedules. The peak month at ANC is traditionally a summer month. The peak month in 2022 was June. Thursday, June 23rd, 2022, is the average day of the peak month which was selected to be the design day.

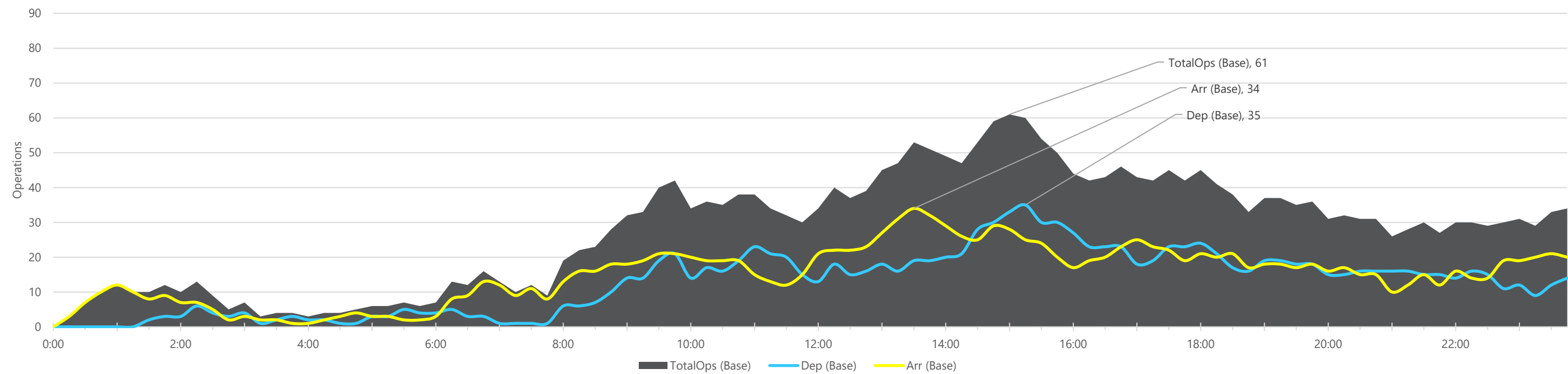
The commercial passenger and cargo flight schedules on June 23rd, 2022, were used to populate the design day flight schedule. A different approach was taken to represent general aviation operations in the design day flight schedule. Average general aviation operations per hour over the 2022 calendar year was used to establish the distribution of general aviation flights across the design day. That proportional distribution was applied to the total general aviation operations for the average day peak month of the base year to establish the design day general aviation operations count.

The Base PAL design day flight schedule is extrapolated to represent future PAL by proportionally growing the distribution of flights throughout the design day. The operation counts throughout the design day for each PAL are depicted in **Figure 4-2, Figure 4-3, Figure 4-4, and Figure 4-5**. The passenger counts throughout the design day for each PAL are depicted in **Figure 4-6, Figure 4-7, Figure 4-8, and Figure 4-9**.

The aircraft operations PAL values are summarized in **Table 4-1**. The air cargo volume PAL values are summarized in **Table 4-2**. The passenger PAL values are summarized in **Table 4-3**.

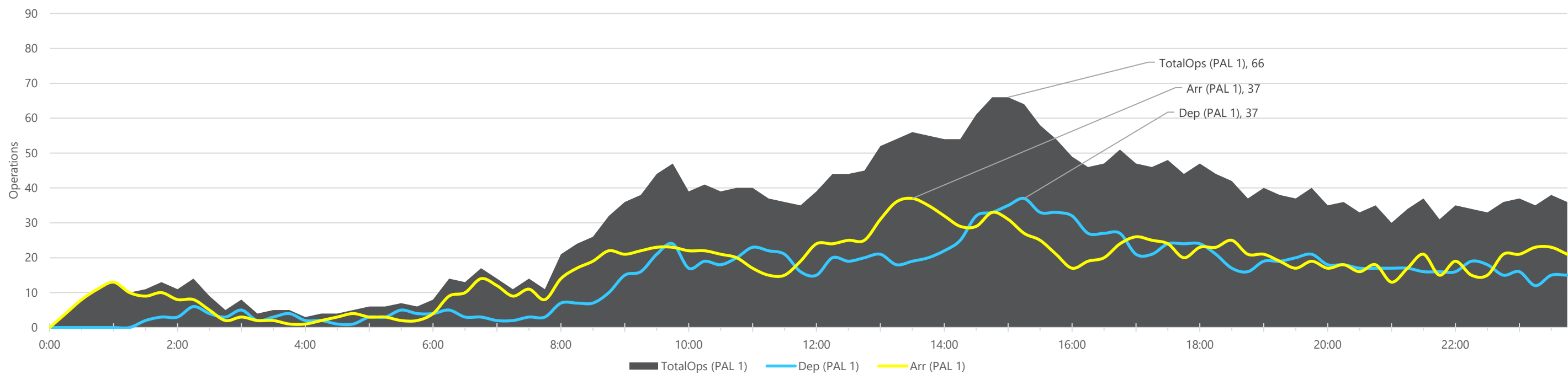
Rolling peak period passenger counts were calculated in consideration of early arrival behavior for originating passengers. The early arrival behavior which is based on the distribution of passenger arrival at airport prior to scheduled flight departure is described in **Table 4-4**.

Figure 4-2
Design Day Operation Counts – Base PAL (Rolling Hour)



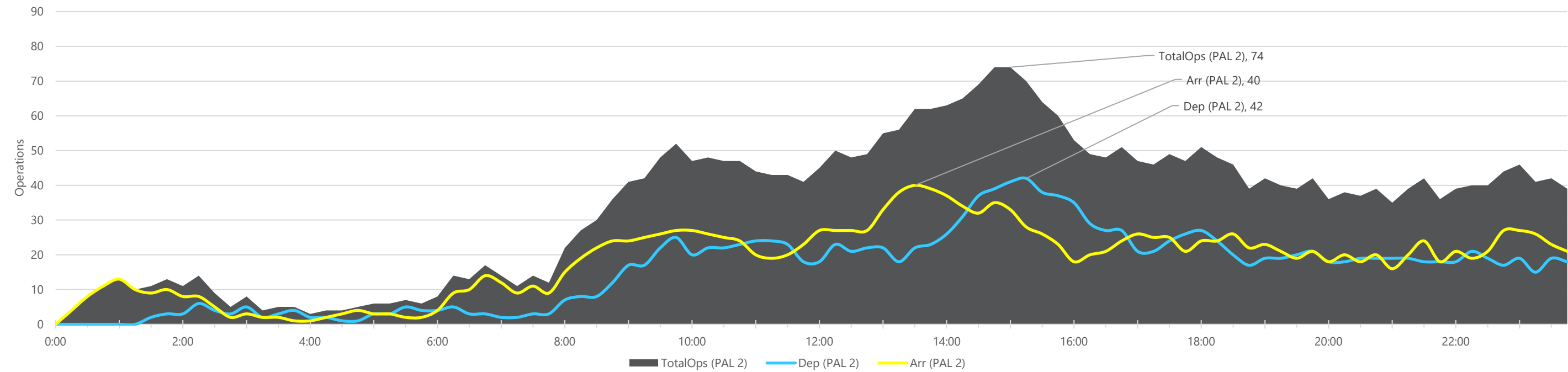
Source: RS&H Analysis, 2024.

Figure 4-3
Design Day Operation Counts – PAL 1 (Rolling Hour)



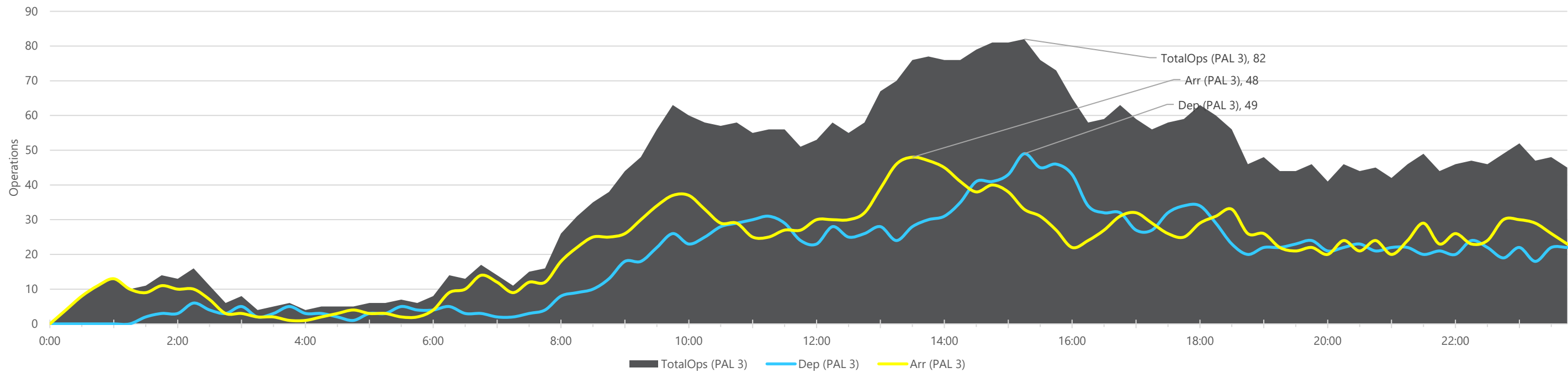
Source: RS&H Analysis, 2024.

Figure 4-4
Design Day Operation Counts – PAL 2 (Rolling Hour)



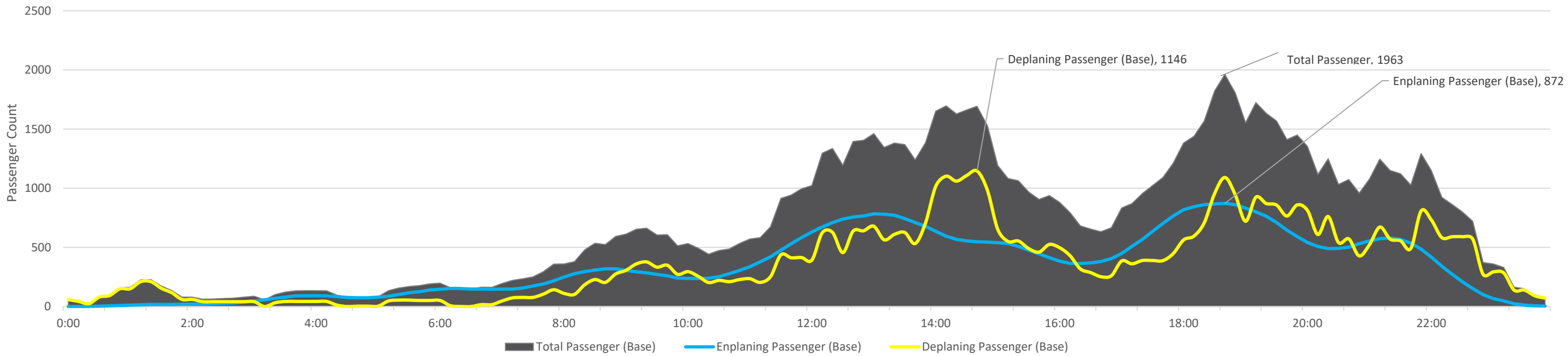
Source: RS&H Analysis, 2024.

Figure 4-5
Design Day Operation Counts – PAL 3 (Rolling Hour)



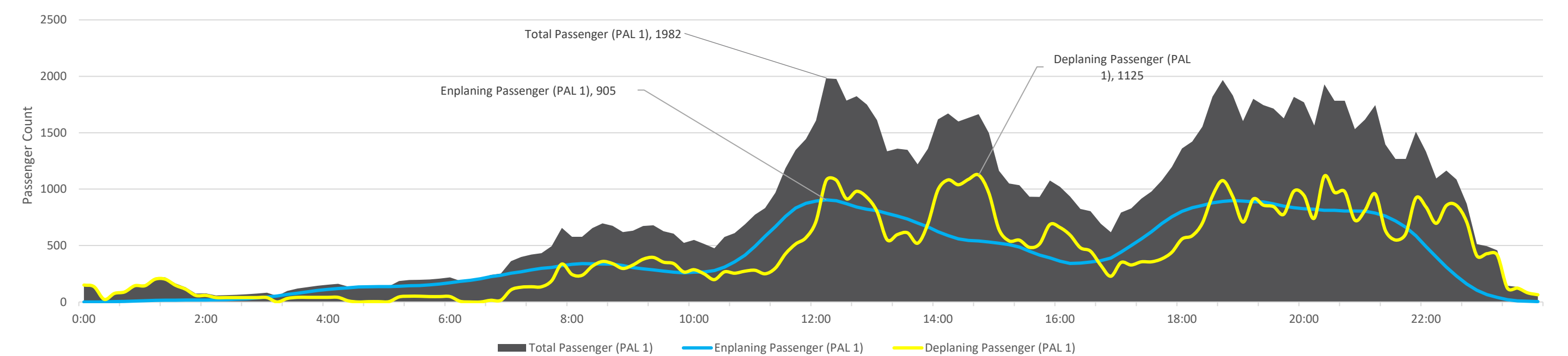
Source: RS&H Analysis, 2024.

Figure 4-6
Design Day Passenger Counts – Base PAL (Rolling Hour)



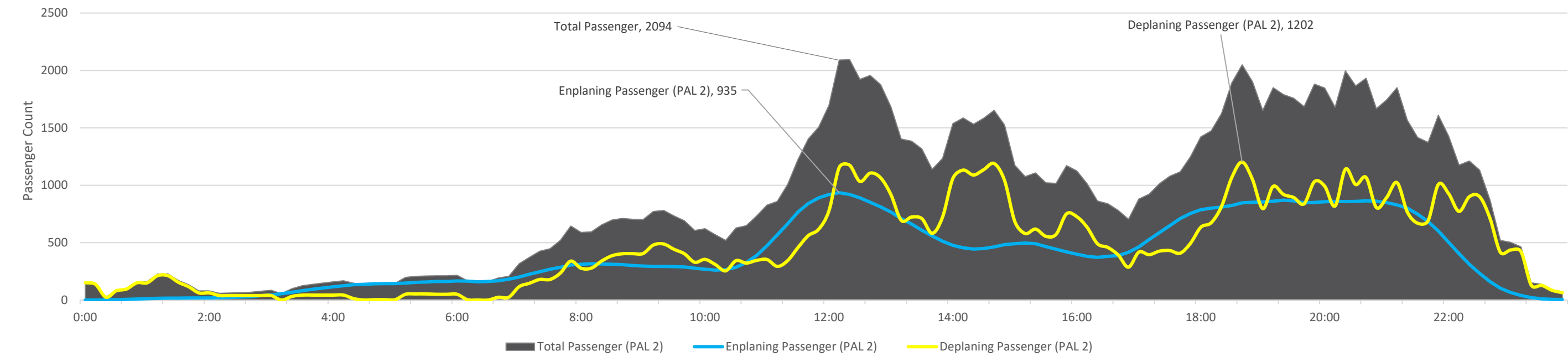
Source: RS&H Analysis, 2024.

Figure 4-7
Design Day Passenger Counts – PAL 1 (Rolling Hour)



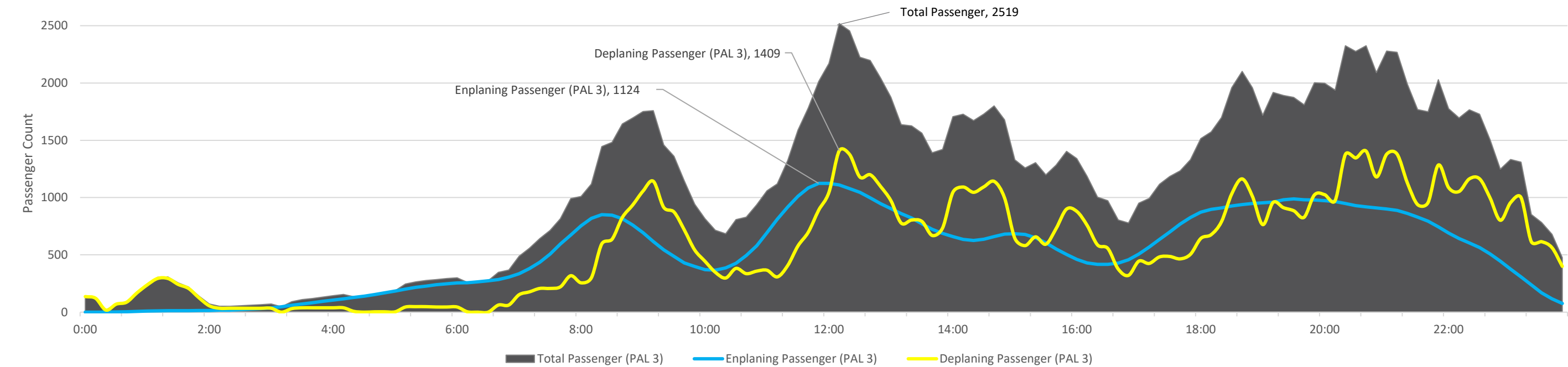
Source: RS&H Analysis, 2024.

Figure 4-8
Design Day Passenger Counts – PAL 2 (Rolling Hour)



Source: RS&H Analysis, 2024.

Figure 4-9
Design Day Passenger Counts – PAL 3 (Rolling Hour)



Source: RS&H Analysis, 2024.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-1
Planning Activity Level Forecast Summary – Operations

Planning Activity Level Corresponding Forecast Year	Demand			
	Base 2022	PAL 1 2027	PAL 2 2032	PAL 3 2042
Annual				
Total Aircraft Operations	226,346	251,260	276,414	325,775
Passenger Operations	81,448	90,646	102,085	122,959
Air Cargo Operations	112,202	125,833	138,385	163,794
General Aviation Operations	29,009	31,181	32,344	35,422
Military Operations	3,687	3,600	3,600	3,600
Design Day				
Total Aircraft Operations	744	824	904	1,058
Peak Hour				
Total Aircraft Operations	61	66	74	82
Aircraft Departures	35	37	42	49
Aircraft Arrivals	34	37	40	48

Source: RS&H Analysis, 2024

Table 4-2
Planning Activity Level Forecast Summary – Air Cargo Volume

Planning Activity Level Corresponding Forecast Year	Demand			
	Base 2022	PAL 1 2027	PAL 2 2032	PAL 3 2042
Annual				
Total Air Cargo Volume (Ton)	3,588,628	4,219,217	4,877,193	6,184,227
Enplaned Air Cargo Volume (Tons)	983,565	980,968	1,133,948	1,422,372
Deplaned Air Cargo Volume (Tons)	979,638	1,044,256	1,207,105	1,546,057
In-Transit Air Cargo Volume (Tons)	1,625,425	2,193,993	2,536,140	3,215,798

Source: RS&H Analysis, 2024

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-3

Planning Activity Level Forecast Summary – Passengers

Planning Activity Level Corresponding Forecast Year	Demand			
	Base 2022	PAL 1 2027	PAL 2 2032	PAL 3 2042
Annual				
Passenger Enplanements	2,564,262	3,025,294	3,367,638	4,056,254
Design Day				
Passenger Enplanements	8,697	10,212	11,291	13,907
Peak Hour				
Total Passenger Count	1,963	1,982	2,094	2,519
Enplaning Passengers	872	905	935	1,124
Deplaning Passengers	1,146	1,125	1,202	1,409
Originating Passengers	682	707	725	871
Terminating Passengers	896	879	932	1,092
Peak 30-Min				
Total Passenger Count	1,087	1,110	1,170	1,363
Enplaning Passengers	442	467	478	579
Deplaning Passengers	817	802	852	917
Originating Passengers	346	365	371	449
Terminating Passengers	639	627	660	711
Peak 20-Min				
Total Passenger Count	799	863	911	1,017
Enplaning Passengers	299	324	326	388
Deplaning Passengers	616	603	642	718
Originating Passengers	234	253	253	301
Terminating Passengers	482	471	498	557

Source: RS&H Analysis, 2024

Table 4-4

Distribution of Passenger Arrival at Airport Prior to Scheduled Flight Departure

Time Prior to Departure	Percent of Passengers Arriving at Terminal
More than 120 minutes	15%
90-120 Minutes	48%
60 to 90 Minutes	25%
30-60 Minutes	11%
Less than 30 Minutes	1%

Source: RS&H Analysis, 2024

4.3 Critical Aircraft

The fleet mix for ANC is described in **Table 4-5**. This does not represent a comprehensive list of aircraft that operate at ANC. Rather it is representative of the most common aircraft types that operate at ANC and thus are considered for facility planning.

The critical aircraft is the most demanding aircraft type, or grouping of aircraft with similar elements, which make regular use of the airport. Regular use is 500 annual operations. Critical aircraft are a key determinant of airport planning and design. Different aircraft may define separate elements of the airport design; therefore, effective airport planning may need to consider different and multiple critical aircraft. It sets the dimensional requirements of an airport, such as the separation distance between taxiways and runways and the size of certain areas protecting the safety of aircraft operations and passengers. An accurate determination of critical aircraft matches aircraft operational area dimensions to the most demanding aircraft that regularly use the runways and taxiways.

The critical aircraft for ANC moving forward into PAL 3 is the Boeing 747-8F (B748F). The Boeing 747-8F meets FAA requirement for 500 or more annual operations. An airport accommodating the Boeing 747-8F must balance its infrastructure while efficiently managing a diverse fleet of smaller aircraft. The airport must ensure seamless integration with smaller aircraft operations, avoiding congestion and delays.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-5
ANC Aircraft Fleet Mix Summary

Aircraft Type	Demand			
	Base	PAL 1	PAL 2	PAL 3
Annual				
Passenger Operations				
A321	1,770	2,370	2,388	3,634
A332	0	0	1,194	1,211
A333	590	592	1,194	1,211
AT4	0	0	19,701	23,017
AT7	0	0	6,567	8,480
B38M	1,180	1,185	6,567	13,931
B39M	10,030	11,848	30,447	41,793
B737	5,900	6,516	0	0
B738	12,390	13,625	4,776	0
B739	12,390	14,218	2,985	0
B763	1,180	1,777	0	0
DH3	2,360	2,370	0	0
DH8C	18,290	19,549	0	0
E75	3,540	4,739	12,537	15,748
Other Turboprop	11,828	11,857	13,729	13,933
Air Cargo Operations				
B737	9,240	8,580	5,280	5,280
B738	2,640	5,280	11,880	13,200
B744	25,740	29,700	31,020	17,160
B748F	13,200	14,520	17,160	45,540
B763	3,300	3,300	3,300	0
B777F	23,760	27,720	38,940	48,180
C130	1,320	1,320	1,320	1,320
C208	3,960	8,580	9,240	11,880
E120	17,160	17,820	19,140	20,460
MD11	5,940	5,940	0	0
MD82	1,980	1,980	0	0
MD83	660	660	0	0
Other Turboprop	3,302	433	1,105	774
General Aviation Operations				
C172	9,492	10,164	10,396	11,350
C402	14,464	15,246	15,820	16,798
Other Turboprop	5,053	5,771	6,128	7,274
Military Operations				
Other	3,687	3,600	3,600	3,600

Source: RS&H Analysis, 2024

4.4 Airfield

Airfield facility requirements include four elements: airfield demand/capacity, runway requirements, taxiways/taxilanes requirements, and navigational aids (NAVAIDs). This section describes the analysis methodology and results used to determine the requirements for these airfield elements.

4.4.1 Demand / Capacity Analysis

Airfield capacity is defined as the number of aircraft operations (i.e., takeoffs and landings) that can be accommodated on the airfield while achieving a desired level of operational efficiency. The level of operational efficiency is described by calculating the amount of delay that each aircraft operation experiences during a specific period of time. The metrics used to describe airfield delay include average annual delay, average delay, and peak hour delay. The airfield demand/capacity analysis evaluates how the forecast operations for each PAL are accommodated on the airfield, as measured by the level of delay.

This section includes a summary of the airfield demand/capacity analysis completed as part as the Airport Master Plan Update. A description of the analysis methodology, inputs, and results are included in this section. A detailed description of the analysis inputs is included in **Appendix D – Airfield Capacity Assessment**.

Airfield demand / capacity analysis was completed as part of the 2013 Alaska International Airport System (AIAS) Planning Study (AIAS Planning Study) and the 2014 ANC Airport Master Plan Update. The results of the analysis completed as part of the 2014 ANC Airport Plan Update was used to identify the Preferred Alternative to construct a new runway at ANC as one solution to accommodate forecast demand if and when the operational demand warrants infrastructure changes. The results of the previous airfield demand/capacity analyses are still considered to be valid and are not revisited in this Airport Master Plan. The purpose of the demand/capacity analysis in this Airport Master Plan is to evaluate options to optimize the ANC airfield with its existing three runways so the focus is on taxiways and aircraft parking locations. The airfield demand/capacity analysis for this ANC Airport Master Plan is used to establish a baseline for comparing the demand/capacity analysis results associated with potential airfield concepts explored in **Chapter 5 Airport Alternatives**.

AirTOP airfield simulation was used to calculate the airfield demand/capacity using a simulation model prepared for the ANC airfield. The AirTOP software was used to simulate design day operations at ANC using parameters specific to the operation at ANC, which included:

- Forecast fleet mix and frequency of operations included in the design day flight schedule for each PAL
- Runway assignment

- Runway use configurations
- Typical arrival and departure procedures
- Departing aircraft in-trail separation
- Arriving aircraft in-trail separation
- Runway dependencies
- Runway exit splits for arriving aircraft
- Typical aircraft taxiing procedures and taxiway operational restrictions based on aircraft size
- Aircraft allowed to hold between Runway 7L-25R and Runway 7R-25L.
- Aircraft parking position allocated based on aircraft type and airline

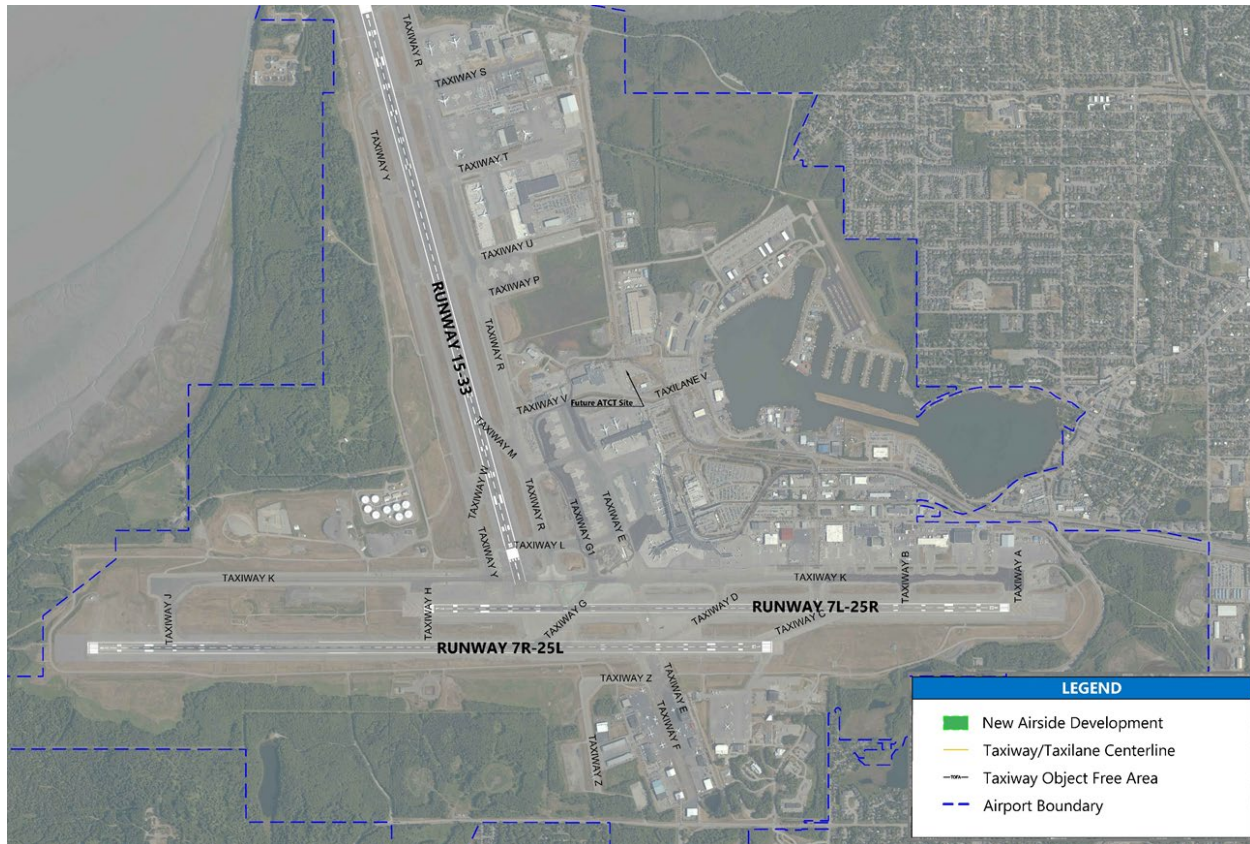
The AirTOP model was calibrated based on results reported from the previous airfield modelling demand/capacity analyses. The AirTOP model for existing airfield layout was validated through coordination with ATC staff. The AirTOP model for Baseline Airfield Layout was prepared following the calibration and validation process for the existing airfield. The Baseline Airfield Layout included development projects that were identified and planned for implementation at the time the demand capacity analysis was initiated (early 2023). This includes the phased extension of Taxiway Z and the implementation of a large air cargo development in South Airpark. The Baseline Airfield Layouts are depicted in **Figure 4-10**, **Figure 4-11**, and **Figure 4-12**. The Baseline Airfield Layout assumed that the existing airfield procedures described in the Anchorage Air Traffic Control Tower Standard Operations Procedures published February 15, 2023, would largely remain. The airfield demand/capacity analysis was performed for the Baseline Airfield Layout for each PAL.

A Preferential Runway Use Program is in use at ANC to minimize noise impacts to the community around the Airport. The Preferential Runway Use Program identifies preferred flow of traffic for most operations to occur over the Cook Inlet, rather than over the populated land areas. The preferred flow is for arriving aircraft to approach from the west and the north and departing aircraft to leave to the north and west. ATC uses different runway configurations based on local weather.

The five runway use configurations and the proportion of time ANC operates in each runway use configuration is depicted in **Figure 4-13**. The proportion of time the airfield operates in each configuration was determined using National Oceanic and Atmospheric Administration (NOAA) hourly meteorological data that was observed from 2010-2022 by the Automated Surface Observing Systems (ASOS) equipment located at ANC. The identification of the runway use configuration was based on the analysis of the hourly meteorological observations and the triggering conditions described in ANC ATCT Standard Operating Procedures.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 4-10
Baseline Airfield Layout – Base PAL

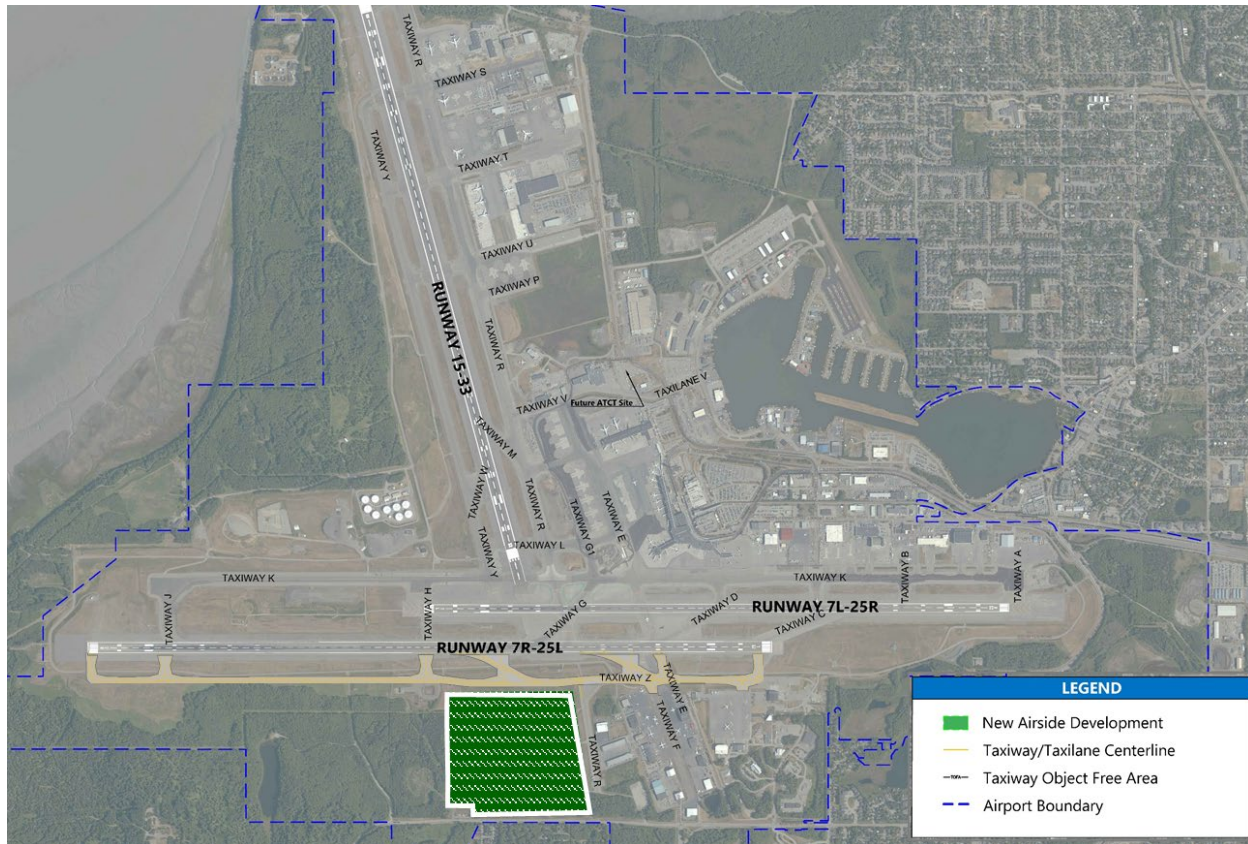


Source: RS&H Analysis, 2024

This airfield demand/capacity analysis did not evaluate the demand/capacity of the aircraft parking positions. The apron requirements for the passenger terminal are described in **Section 4.5.1**. The aircraft parking position requirements for air cargo are described in **Section 4.7.2**. The aircraft parking position requirements for general aviation are described in **Section 4.8.2**.

Airline surveys issued during the 2013 Alaska International Airport System (AIAS) Planning Study indicated that “untenable delay” occurs when flights are delayed 30 minutes or more during the peak hour more than 10% of the time. This delay threshold is generally related to the amount of delay air carriers can tolerate to their scheduled operations and still operate efficiently. The air carriers that are particularly sensitive to delays in and out of ANC are integrated air cargo operators which need to reach cargo hubs in time for cargo sort times in the Lower 48. These airlines tend to have less flexibility to adjust flight schedules to compensate for delays. Limited operational delay that occurs infrequently is acceptable and airlines operate with some degree of flexibility to accommodate these limited delays. Airline representatives agreed that the previously established untenable delay threshold remained a viable metric when asked during Airline Advisory Committee meetings as part of this Master Plan Update.

Figure 4-11
Baseline Airfield Layout – PAL 1 and PAL 2



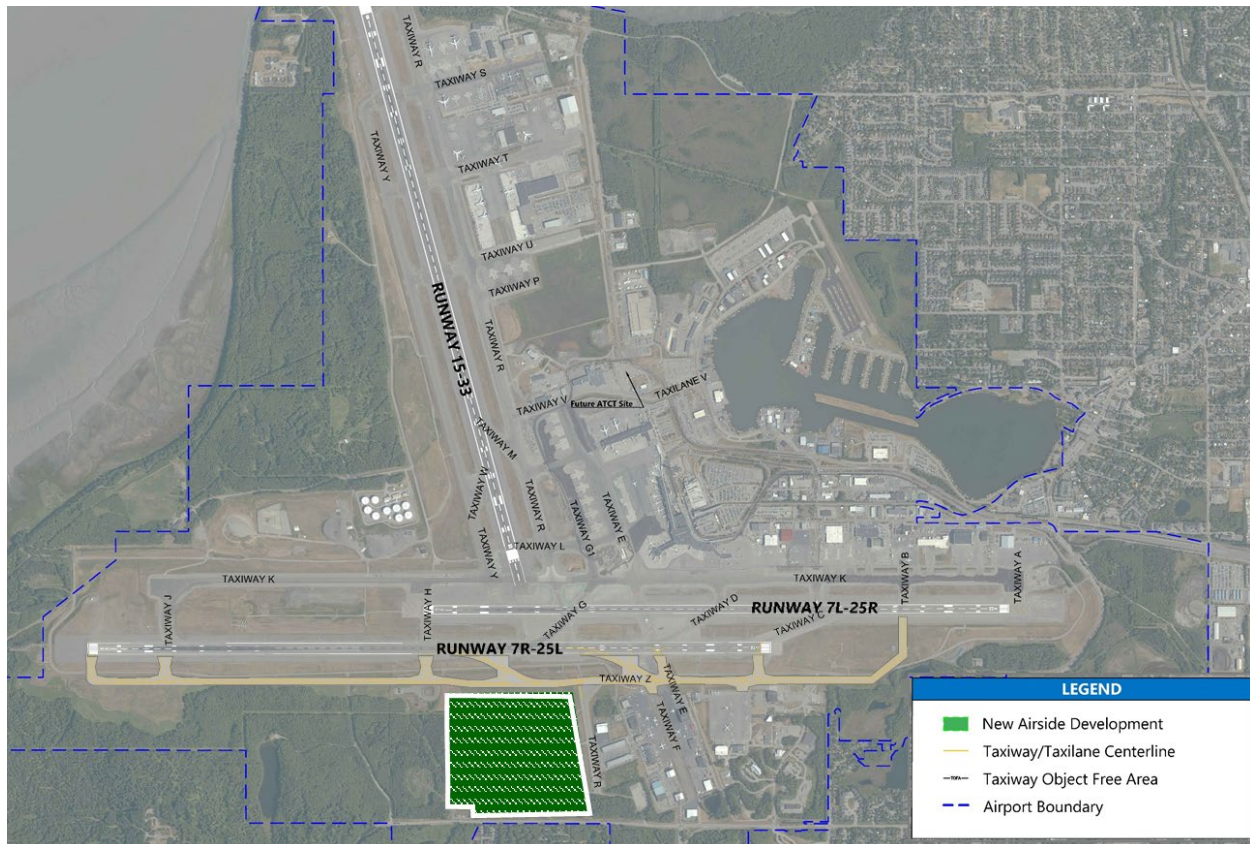
Source: RS&H Analysis, 2024

The takeaways from the Baseline airfield demand/capacity analysis are that the airfield is expected to operate efficiently through PAL 2. The threshold for untenable delay is not reached until PAL 3. At PAL 3, the peak hour delay exceeds 30 minutes in Configuration 1 Visual Meteorological Conditions (VMC) and Configuration 1 Instrument Meteorological Conditions (IMC) which results in untenable delay. The peak hour delay also exceeds the 30-minute delay threshold in Configuration 2 IMC, and Configuration 3 VMC; however, the runway use configurations occur less than 10% of the time so the delay is not considered to be untenable since the frequency does not meet the threshold.

The Baseline airfield demand/capacity analysis results are described in **Table 4-6**. The untenable delay associated with Configuration 1 occurs because of the head-to-head taxi operations that occur near the central portion of the airfield. Analysis shows that 38% of aircraft landing on Runway 7L exit at Taxiway D to the north and 74% of aircraft arriving on Runway 7R exit on Taxiway G to the north. These arriving aircraft taxi north on Taxiway R, Taxilane G1, or Taxilane E to their parking positions. The stream of arriving aircraft exiting and taxiing north in the central part of the airport can cause congestion during peak arrival operations. However, the untenable

delay results when the arrival taxi operations mix with departure taxi operations in the same central area of the airfield.

Figure 4-12
Baseline Airfield Layout – PAL 3



Source: RS&H Analysis, 2024

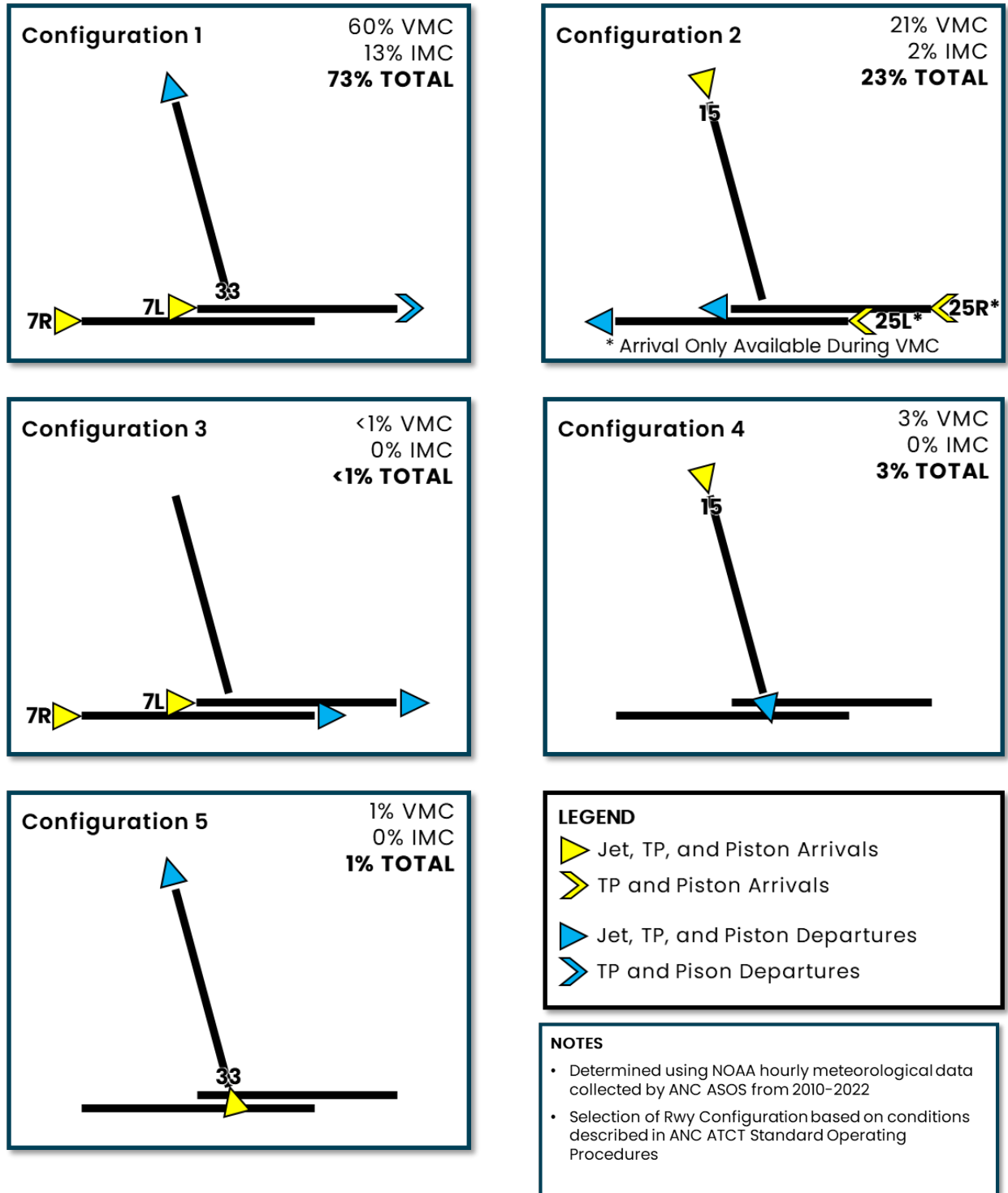
Most aircraft departing Runway 33 queue on Taxiway R or Taxiway K for departure. Aircraft queued for departure can create chokepoints for arriving traffic which requires Taxilane G1 and Taxilane E to be used as a bypass route for arriving aircraft. This is especially the case as the departure queue on Taxiway R extends north beyond the intersection with Taxiway M. This is important because that is the northernmost point of the Taxiway where arriving aircraft can rejoin Taxiway R from Taxilane G1 or Taxilane E to taxi to parking positions in the North Airpark. Coordination with ATC and observations of the airfield from the ATCT indicate that controllers try to avoid this chokepoint when it occasionally occurs in existing conditions by routing departing aircraft from the North Airpark to Taxiway Y via Taxiway S, Taxiway T, and Taxiway U. This shifts some of the aircraft queued for departure on Runway 33 to Taxiway Y from Taxiway R. This keeps the Taxiway R queue short enough so arriving aircraft can rejoin Taxiway R at Taxiway M to continue taxiing north to parking positions in the North Airpark. This operation works with

the existing air traffic levels; however, airfield modelling shows that this operation would result in excessive congestion when operations reach PAL 3. This is due in part because aircraft leaving the North Airpark for departure on Runway 33 can use southbound Taxiway Y only if they cross Runway 15-33. The runway crossing requires pausing departure operations to create a gap in departure flow which reduces airfield efficiency and slows the dissipation of the departure queue.

The analysis indicates that the congestion may be reduced if there were two parallel taxiways east of Runway 15-33 so that aircraft could taxi north and south at the same time without a runway crossing. Another consideration is reducing the concentration of aircraft parking along the Taxiway R corridor area between the passenger terminal, cargo parking areas, and North Airpark. Potential concepts to resolve the airfield congestion are described in **Chapter 5 Airport Alternatives**.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 4-13
Runway Use Configurations



Source: RS&H Analysis, 2024

Table 4-6
Baseline Airfield Demand/Capacity Results

Operations Demand			Configuration	Weather	Utilization	Operations Throughput		Average Peak Hour Delay (minutes of delay per aircraft during peak hour)			Average Daily Delay (minutes of delay per aircraft during average day)			Average Annual Delay (annualized minutes of delay per aircraft)
Annual	Design Day	Rolling Peak Hr				Departure	Arrival	Departure	Arrival	Peak Total	Departure	Arrival	Peak Total	
Base PAL														
226,346	744	61	1	VMC	60%	27	36	3.5	1.7	4.7	0.7	0.3	1.0	1.3
			1	IMC	13%	24	35	3.4	2.1	5.5	0.7	0.3	1.1	
			2	VMC	21%	24	30	2.2	3.7	5.4	0.3	0.3	0.6	
			2	IMC	2%	35	24	2.1	4.5	6.6	0.3	0.7	1.0	
			3	VMC	1%	34	36	15.6	2.0	16.7	1.9	0.4	2.3	
Weighted Delay (min)								5.7	2.4	7.6	1.0	0.3	1.3	
PAL 1														
251,260	824	66	1	VMC	60%	33	35	3.3	10.0	10.7	0.5	1.8	2.3	2.0
			1	IMC	13%	36	36	12.9	12.5	25.4	0.9	1.9	2.8	
			2	VMC	21%	31	34	4.1	4.0	6.6	0.5	0.7	1.2	
			2	IMC	2%	33	35	2.6	8.2	9.2	0.3	0.8	1.2	
			3	VMC	1%	43	36	9.8	1.9	11.7	0.6	0.3	1.0	
Weighted Delay (min)								4.6	8.7	11.3	0.5	1.5	2.0	
PAL 2														
276,414	904	74	1	VMC	60%	35	43	12.7	7.0	18.8	0.8	1.0	1.8	1.5
			1	IMC	13%	37	42	10.1	19.1	20.6	0.2	1.3	1.5	
			2	VMC	21%	38	37	7.2	2.1	8.3	0.5	0.4	0.9	
			2	IMC	2%	36	38	2.6	20.9	22.9	0.3	1.3	1.6	
			3	VMC	1%	43	39	8.7	2.4	11.1	0.7	0.4	1.1	
Weighted Delay (min)								10.5	7.6	16.2	0.6	0.9	1.5	
PAL 3														
325,775	1058	82	1	VMC	60%	37	46	44.3	7.6	50.2	4.5	1.3	5.9	5.4
			1	IMC	13%	39	43	36.7	21.6	58.2	4.3	2.8	7.1	
			2	VMC	21%	40	47	20.8	16.7	22.2	1.5	1.6	3.1	
			2	IMC	2%	35	46	72.5	30.0	91.1	9.3	1.7	10.9	
			3	VMC	1%	43	45	71.0	10.1	76.7	9.9	1.3	11.2	
Weighted Delay (min)								37.5	11.5	44.6	3.8	1.5	5.4	

Source: RS&H Analysis, 2024.

4.4.2 Runway Requirements

This section describes the airfield runway geometric and safety standards, runway length, runway orientation, and runway designation.

4.4.2.1 Runway Standards

Analysis of the runways determines the geometric ability of the runways to meet FAA design standards based on the critical aircraft.

FAA Advisory Circular 150/5300-13B, *Airport Design* establishes runway geometry and separation standards for safety and efficiency. Runways consist of length, width, shoulder width, Runway Safety Area (RSA), Runway Object Free Area (ROFA), Runway Protection Zone (RPZ), Runway Obstacle Free Zone (ROFZ), runway separation, and taxiway separation. Runway geometry and separation depend on two criteria of the critical aircraft. Aircraft approach category (AAC) is defined by aircraft approach speed. Higher approach speeds require greater geometry and separation distances. Airplane Design Group (ADG) is defined by the tail height and wingspan of the critical aircraft. Larger aircraft require greater geometry and separation standards when on the ground. The existing and future critical aircraft at ANC is the Boeing 747-8F throughout the master plan horizon. This aircraft is categorized as AAC-D and ADG-VI.

Table 4-7 describes the runway dimensional design standards and if they are met for all runways at ANC. All elements of the runway infrastructure at ANC meet FAA design standards. However, the way in which the Runway 7R blast pad standards are met is non-traditional. The Runway 7R blast pad meets standards though it does not have a marked blast pad area. This is because there is no taxiway access to the Runway 7R end and back-taxiing to the west of Taxiway J is prohibited. Therefore, the full-strength Runway 7R pavement west of the Taxiway J intersection serves as a blast pad to meet the FAA requirement for aircraft departing Runway 7R.

Table 4-7
Runway Dimensional Design Standards

Criteria		ADG VI Dimensional Standard	ADG V Dimensional Standard	Runway 15-33	Runway 7L-25R	Runway 7R-25L
Runway Design Code (RDC)				D-VI-1200 / D-VI-5000	D-V-1200 / D-V-VIS	D-VI-1200 / D-VI-VIS
Runway Width		150'	150'	200'	150'	200'
Runway Shoulder Width		50'	35'	60'	70'	40'
Runway Safety Area Width		500'	500'	500'	500'	500'
Runway Safety Area Length Prior to Threshold		600'	600'	1,000'	1,000'	1,000'
Runway Safety Area Length Beyond Runway End		1,000'	1,000'	1,000'	1,000'	1,000'
Runway Object Free Area Width		800'	800'	800'	800'	800'
Runway Object Free Area Length Prior to Threshold		600'	600'	1,000'	1,000'	1,000'
Runway Object Free Area Length Beyond Runway End		1,000'	1,000'	1000'	1000'	1000'
Precision Obstacle Free Zone Length		200'	200'	200' / N/A	200'	N/A
Precision Obstacle Free Zone Width		800'	800'	800' / N/A	800'	N/A
Approach Runway Protection Zone Dimensions	Outer	1,750'	1,750'	1,750' / 1,010'	1,010' / 1,750'	1,010' / 1,750'
	Inner	1,000'	1,000'	1,000' / 500'	500' / 1,000'	500' / 1,000'
	Length	2,500'	2,500'	1,700' / 2,500'	2,500' / 1700'	2,500' / 1700'
Departure Runway Protection Zone Dimensions	Outer	1,010'	1,010'	1,750' / 1,010'	1,010' / 1,750'	1,010' / 1,750'
	Inner	5,00'	500'	1,000' / 500'	500' / 1,000'	500' / 1,000'
	Length	1,700'	1,700'	1,700' / 2,500'	2,500' / 1700'	2,500' / 1700'
Runway Obstacle Free Zone Width		400'	400'	400'	400'	400'
Runway Obstacle Free Zone Length		200'	200'	200'	200'	200'
Runway Centerline to Taxiway / Taxilane Separation		500'	500'	500'	500'	600'
Runway Centerline to Parallel Runway Centerline		300'	300'	N/A	700'	700'
Runway Centerline to Hold Separation		280'	280'	280'	280'	280'
Blast Pad Width		250'	220'	280 / 280'	280 / 280'	280 / 280'
Blast Pad Length		400'	400'	400' / 400'	400' / 400'	600' / 200'

Source: RS&H Analysis, 2024; FAA Advisory Circular 150/5300-13B, Change 1 *Airport Design*
Notes: Red font color indicates standard not met.
* FAA Advisory Circular 150/5300-13B, Change 1 *Airport Design*, Table G-12 footnotes state ADG VI paved runway shoulders are 50 feet and paved blast pad width is 250 feet.

4.4.2.2 Runway Length

This analysis focused on the most frequent and demanding aircraft forecast to operate at ANC. This generally includes the large intercontinental cargo aircraft which frequently stop at ANC for technical stop operations while transiting between Asia, Europe, and the Americas.

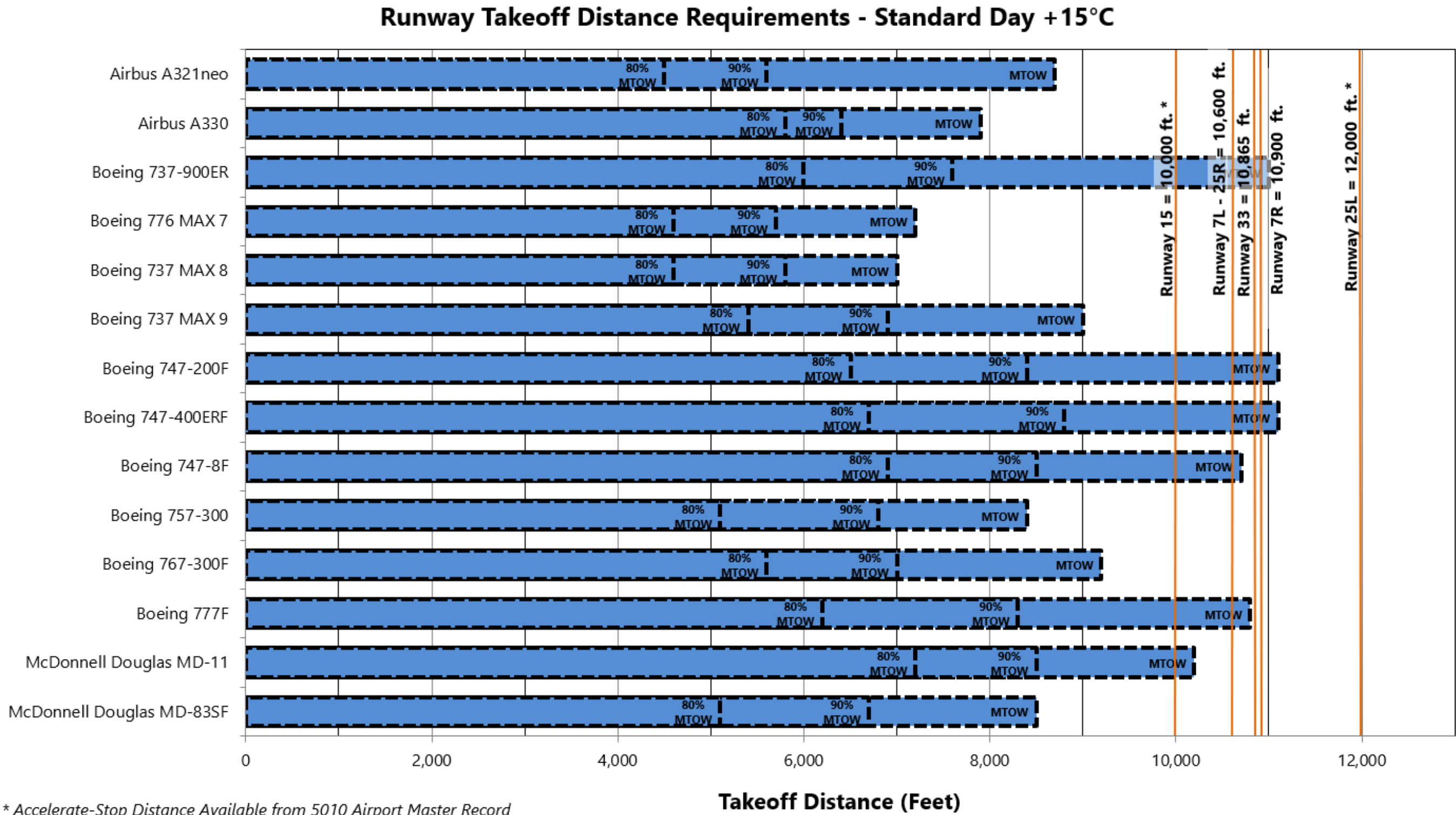
The runway length analysis at ANC was conducted for both takeoff and landing operations. FAA Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design* outlines the criteria that must be considered with this analysis. The aircraft performance data used in this analysis was gathered from airport planning documents from aircraft manufacturers, which provide aircraft performance data under a variety of conditions.

Meteorological conditions for this analysis represent the average high temperature of the hottest month to represent demanding weather conditions. Warmer weather results in less dense air, also known as a higher density altitude, as well as degraded engine performance. The most demanding aircraft to regularly use the runways are the Boeing 747 series of aircraft (Boeing 747-4ERF, Boeing 747-8F), the Boeing 777F series of aircraft, and the Boeing 737 MAX series of aircraft. Airbus 380 aircraft may arrive occasionally for diversions or emergencies, but the type and frequency of operation does not meet the FAA regular use threshold.

This analysis considers takeoff performance for aircraft at 80%, 90%, and 100% of the aircraft's Maximum Takeoff Weight (MTOW). The analysis of landing performance at ANC evaluated the distance an aircraft is projected to use in scenarios where the runway is dry, as well as when it is contaminated, or when there is precipitation on the surface. Contaminated surfaces impact braking performance, meaning more distance is required for an aircraft to stop.

The existing runway infrastructure can accommodate the forecast takeoff and landing distance requirements for the fleet throughout the planning period. Additional runway length is not required to accommodate the forecast demand. Some aircraft have takeoff performance that may require a takeoff distance longer than the length of the shorter runways; however, all aircraft requirements for takeoff are met by the current length of Runway 25L for the average high of the hottest month. The takeoff and landing distance required for each aircraft are depicted in **Figure 4-14** and **Figure 4-15**.

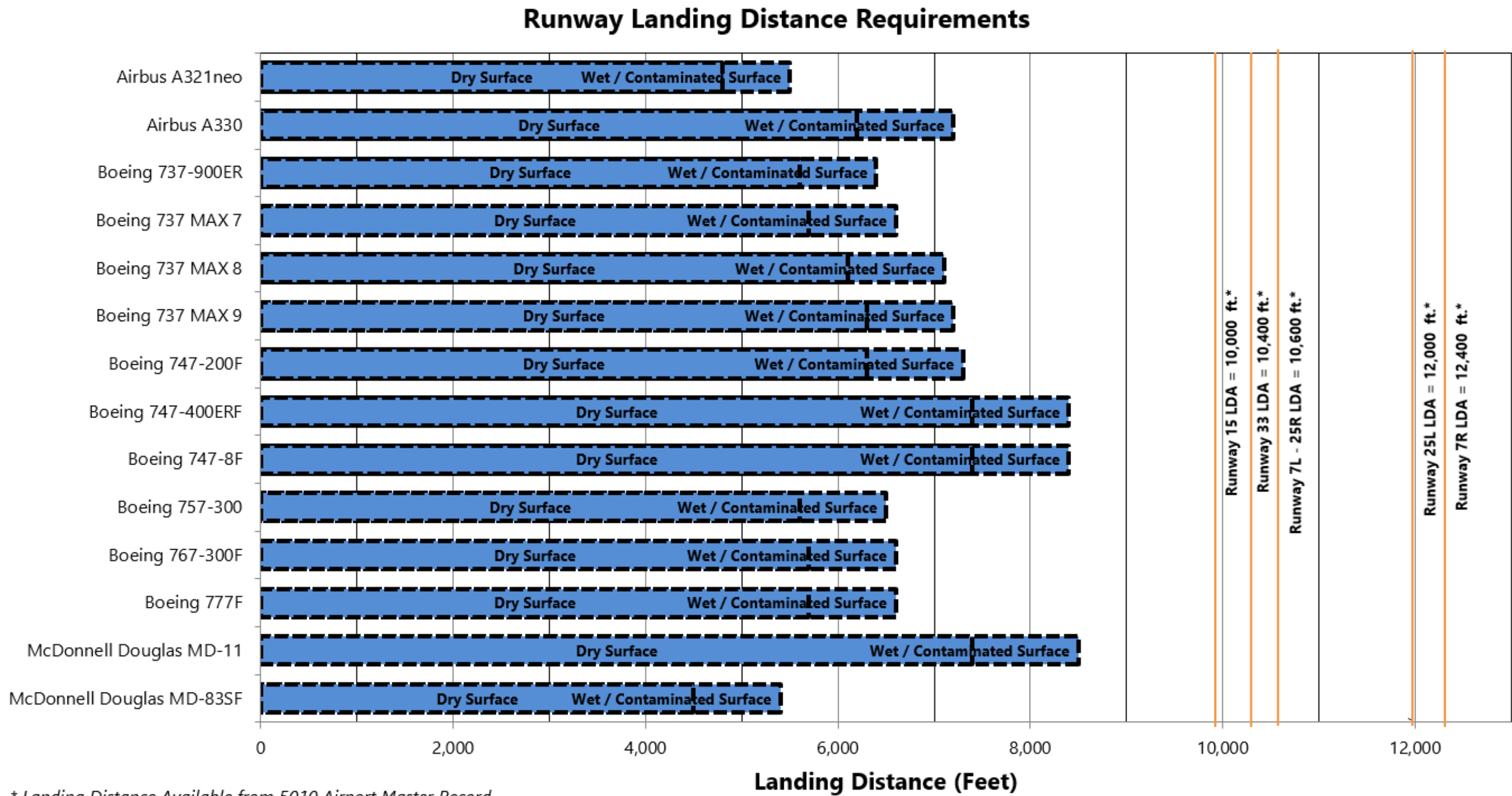
Figure 4-14
Takeoff Distance Requirements



* Accelerate-Stop Distance Available from 5010 Airport Master Record

Sources: RS&H Analysis, 2024; Aircraft Characteristics Airport and Maintenance Planning, Airbus; Airplane Characteristics for Airport Planning (Various), Boeing.

Figure 4-15
Landing Distance Requirements



Sources: RS&H Analysis, 2024; Aircraft Characteristics Airport and Maintenance Planning, Airbus; Airplane Characteristics for Airport Planning (Various), Boeing.

4.4.2.3 Runway Orientation

Prevailing winds are the primary factor in determining runway orientation, as aircraft perform best when landing into and taking off into the wind. FAA Advisory Circular 150/5300-13B, *Airport Design* outlines that runway orientations must allow for at least 95% of traffic to land in various weather conditions and crosswind allowances, making runway alignment with prevailing winds necessary.

The following runway wind coverage analysis considers ten years of meteorological data (January 2013 through December 2023) from the National Climactic Data Center for wind speed and direction in all-weather, Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) conditions. Crosswind component, or the amount of perpendicular crosswind an aircraft will experience during landing, is analyzed at 10.5 knots, 13 knots, 16 knots, and 20 knots. These ranges of visibility and crosswind components account for the wide range of weather and size of aircraft landing at ANC, giving a more comprehensive understanding of runway wind coverage in all conditions.

Some runway/crosswind component configurations do not have 95% coverage in all-weather and VFR weather conditions using just Runway 7L, Runway 7R, Runway 25L, and Runway 25R at 10.5 knots and 13 knots of crosswind component. This means that if only these runways are in use, aircraft that can only operate with low crosswind components (e.g., small general aviation aircraft) will not be able to operate at ANC. This would mean these aircraft would need to use Runway 33 or Runway 15, wait for more favorable weather conditions, or divert to another airport (if already airborne).

The combined runway configuration system is satisfactory to meet current and future conditions at ANC, with combined coverage exceeding 99% in all weather conditions and crosswind components. The coverage for each crosswind and meteorological conditions at ANC is depicted in **Table 4-8**.

Table 4-8
Wind Coverage Analysis

Runway and Crosswind Component	All-Weather Wind Coverage	VFR Wind Coverage	IFR Wind Coverage
Runway 15-33			
10.5 Knots	98.92%	98.85%	99.28%
13 Knots	99.52%	99.49%	99.64%
16 Knots	99.88%	99.88%	99.87%
20 Knots	99.96%	99.97%	99.92%
Runway 7-25 (Parallel Runways)			
10.5 Knots	89.41%	88.15%	97.40%
13 Knots	93.61%	92.32%	98.48%
16 Knots	97.81%	97.52%	99.69%
20 Knots	99.56%	99.51%	99.91%
Combined			
10.5 Knots	99.49%	99.45%	99.72%
13 Knots	99.87%	99.86%	99.92%
16 Knots	99.95%	99.95%	99.93%
20 Knots	99.98%	99.99%	99.94%

Source: FAA ADIP, 2023

4.4.2.4 Runway Designation

Every runway has two associated directional headings. A true heading, or the direction toward which it is physically oriented that will not change unless the runway is realigned, and a magnetic heading, which is determined by the runway's orientation along with an adjustment for magnetic declination. A runway's magnetic heading is important for pilots since they use magnetic compasses to determine their heading while in flight. Runway designations are provided on each runway to indicate the runway orientation according to the magnetic compass bearing. Runway 15-33 is oriented at 149° and 329° to magnetic North. Runways 7L-25R and 7R-25L are oriented at 74° and 254° to magnetic North.

The magnetic bearing of a runway can change over time and runway designations must occasionally be updated due to the slow drift of the magnetic poles on the Earth's surface in relation to the location of the Airport. It is industry standard that a runway designation be considered when the runway magnetic heading shifts more than 5° from the runway marking designation.

The change in magnetic heading, known as magnetic drift, occurs over time due to magnetic variation and deviation as the Earth's crust and Earth's magnetic sphere interact. The amount of

drift that is experienced is also dependent on location and proximity to North Pole, and as a result ANC experiences much more drift than many other airports in the United States.

An analysis on runway magnetic declination has been conducted at ANC over the course of the planning period. ANC experiences a rate of magnetic variance of ANC is 14.50° E ± 0.27° as of August 2020. The current rate of change is 0.25° W per year.

Under the current magnetic variance, the runway designations at ANC are not anticipated to change over the planning period. Current and future designations and bearings are depicted in **Table 4-9**.

Table 4-9
Runway Designation

Runway Designation	Runway Heading	Magnetic Bearing (2023)	Magnetic Bearing (2042)	Requirements Met (✓)
Runway 15	150°	150° 2' 49"	145° 17' 49"	✓
Runway 33	330°	330° 2' 49"	325° 17' 49"	✓
Runway 7L	75°	75° 2' 49"	70° 17' 49"	✓
Runway 25R	255°	255° 2' 49"	250° 17' 49"	✓
Runway 7R	75°	75° 1' 1"	70° 16' 1"	✓
Runway 25L	255°	255° 1' 1"	250° 16' 1"	✓

Source: RS&H Analysis, 2024; NOAA, 2023.

4.4.3 Taxiway / Taxilane Requirements

The taxiway and taxilane requirements analysis includes review of the FAA design standards and runway incursion concerns that result in hot spots.

4.4.3.1 Taxiway / Taxilane Standards

The taxiway and taxilane layout and width were analyzed to determine if existing runways meet current and future needs. Analysis of the taxiways address the geometric ability of the taxiways to meet FAA design standards based on the critical aircraft. Elements examined in this section include taxiway widths, clearance and protection design standards, and geometry best practices. Aircraft are categorized by ADG and Taxiway Design Group (TDG), the latter of which is defined by an aircraft’s cockpit to main gear dimension and the width of the main gear. The higher the number, the more demanding the aircraft is to taxiway infrastructure, since the aircraft will be wider and have a wider minimum taxiing radius.

Taxiways and taxilanes at ANC have been analyzed to determine if they meet ADG and TDG standards. These standards include taxiway and taxilane width, taxiway edge safety margin, and

taxiway shoulder size. Taxiway and taxilane separation from centerlines and runways have also been measured. ANC taxiways are generally designed to be ADG VI or ADG III since the critical aircraft of a Boeing 747-8F is categorized as a ADG-VI aircraft and the passenger aircraft operations at ANC are most often ADG-III aircraft.

Taxiways and taxilanes are generally satisfactory for the aircraft that use them, with some minor non-standard taxiway safety area width and taxiway shoulder width conditions, with the exception of some taxilanes near the North Terminal building. These taxilanes are non-standard due to the area around the North Terminal building being confined by the building itself and other associated infrastructure, such as blast fences. There are several non-standard angled taxiways between parallel runways and to the apron area; these are: Taxiway C, Taxiway D, Taxiway E, Taxiway G, Taxiway G1, and Taxiway R. Taxiway V has an at-grade intersection with a public road, which is highly unusual for an airport and a non-standard condition; however, it provides a vital connection to Lake Hood Airport (LHD).

Taxiway and taxilane criteria, requirements, and standards analysis is depicted in **Table 4-10** and **Table 4-11**.

Table 4-10
Taxiway Standards

Taxiway Components	Taxiway Width	Taxiway Shoulder Width	Taxiway Safety Area Width	Taxiway Object Free Area	Requirement Met (✓)
Requirement (ADG I TDG 2B)	25'	10'	49'	89'	
Taxiway V	35'	20'	135'	135'	✓
Requirement (ADG III TDG 3)	50'	20'	118'	171'	
Taxiway R (S of Taxiway Z)	50'	34'	118'	132.5'	✓
Taxiway F (S of Taxiway Z)	50'	34'	118'	85.5'	✓
Requirement (ADG III TDG 4)	50'	20'	118'	171'	
Taxiway E (South of Runway 7R-25L)	100'	20'	118'	167.5'	✓
Requirement (ADG V TDG 6)	75'	30'	214	285'	
Taxiway H (S of 7L-25R)	75'	35'	214'	142.5	✓
Requirement (ADG VI TDG 6)	75'	30'	262'	335'	
Taxiway A	125'	40'	262'	167.5'	✓
Taxiway B	110'	55'	262'	167.5'	✓
Taxiway C (N of 7R-25L)	120'	65'	262'	167.5'	✓
Taxiway C (S of 7R-25L)	100'	80'	262'	167.5'	✓
Taxiway D (N of 7R-25L)	125'	40'	262'	167.5	✓
Taxiway D (S of 7R-25L)	120'	40'	262'	167.5'	✓
Taxiway E (Between Taxiway K and 7L)	100'	60'	262'	167.5'	✓
Taxiway E (Between Runways)	75'	110'	262'	167.5'	✓
Taxiway F (N of Taxiway Z)	75'	35'	171'	167.5'	✗
Taxiway H (N of 7L-25R)	130'	42.5'	262'	167.5'	✓
Taxiway J	100'	55'	262'	167.5'	✓
Taxiway K (W of Taxiway C)	100'	40'	262'	167.5'	✓
Taxiway K (E of Taxiway C)	75'	40'	262'	167.5'	✓
Taxiway L (Taxiway R to Taxiway E)	110'	30'	262'	167.5'	✓
Taxiway L (Taxiway R to Taxiway Y)	100'	40'	262'	167.5'	✓
Taxiway M (W of Taxiway R)	95'	40'	262'	167.5'	✓
Taxiway M (E of Taxiway R)	95'	40'	262'	167.5'	✓
Taxiway Q	105'	40'	262'	167.5'	✓
Taxiway R (N of 7R-25R)	100'	27.5'	262'	167.5	✗
Taxiway R (N of Taxiway T)	100'	40'	262'	167.5'	✓
Taxiway S (W of Taxiway R)	107.5	40'	262'	167.5'	✓
Taxiway S (E of Taxiway R)	107.5'	40'	262'	167.5'	✓
Taxiway T (W of Taxiway R)	110'	40'	262'	167.5'	✓

Taxiway Components	Taxiway Width	Taxiway Shoulder Width	Taxiway Safety Area Width	Taxiway Object Free Area	Requirement Met (✓)
Taxiway T (E of Taxiway R)	110'	40'	262'	167.5	✓
Taxiway U (W of Taxiway R)	110'	40'	262'	167.5'	✓
Taxiway U (E of Taxiway R)	110'	40'	262'	167.5'	✓
Taxiway W	83.5'	40'	262'	167.5'	✓
Taxiway Y	87.5'	33.5'	262'	167.5'	✓

Source: RS&H Analysis, 2024; FAA Advisory Circular 150/5300-13B, Change 1 Airport Design.

Note: Red font color indicates standard not met.

Table 4-11
Taxilane Standards

Taxilane Components	Taxilane Width	Taxilane Safety Area Width	Taxilane Object Free Area	Requirement Met (✓)
ADG I TDG 2B Standard	35'	49'	79'	
Taxiway V (E of Taxiway E)	35'	79'	79'	✓
ADG III, TDG-5 Standard	75'	118'	158'	
Taxilane S (E of UPS)	75'	100'	100'	X
ADG IV TDG 6 Standard	75'	171'	224'	
Taxilane F (S of Taxiway Z)	75'	171'	224'	✓
ADG V TDG 6 Standard	75'	214'	270'	
North Terminal Taxilane	75'	214'	252'	X
ADG VI TDG 6 Standard	75'	262'	322'	
Taxilane E (N of Taxiway M)	100'	262'	292'	X
Taxilane E (Between Taxiway M and Taxiway K)	100'	390'	322'	✓
Taxilane E1	75'	262'	322'	✓
Taxilane E2	75'	262'	322'	✓
Taxilane E3	75'	262'	322'	✓
Taxilane G1 (Between Taxiway L and Taxiway M)	75'	300'	300'	✓
Taxilane G1 (S of Taxiway L)	100'	262'	322'	✓
Taxilane G1 (N of Taxiway M)	100'	300'	300'	✓
Taxiway M (E of Taxiway R)	130'	262'	322'	✓
Taxilane P	100'	262'	322'	✓
Taxilane S (Tower Road to ACP)	100'	262'	322'	✓
Taxilane U (E of Taxiway R)	50'	262'	322'	X

Source: RS&H Analysis, 2024; FAA Advisory Circular 150/5300-13B, Airport Design.

Note: Red font color indicates standard not met.

4.4.3.2 Hot Spots

The FAA defines a hot spot as “a location on an airport movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary.” The FAA states that hot spots have a history or potential risk of collision or runway incursion and require heightened attention by pilots and drivers. These areas are the most at-risk to present dangerous vehicle conflicts and are undesirable. Hot spots should be mitigated if provided an opportunity to do so, as hot spot mitigation enhances airport safety.

Hot spots are indicated on FAA documents such as Airport Diagrams to promote awareness of these areas and the potential hazards they present. FAA Advisory Circular 150/5300-13B, *Airport Design* also emphasizes mitigation measures be prioritized throughout the planning process, especially when addressing non-standard airport conditions.

ANC has two FAA identified hot spots. The hot spots are the result of non-standard taxiway geometry in two locations. The non-standard geometry includes taxiways with intersections with more than three paths an aircraft can take, and a non-perpendicular taxiway intersection on a short taxiway between two runways.

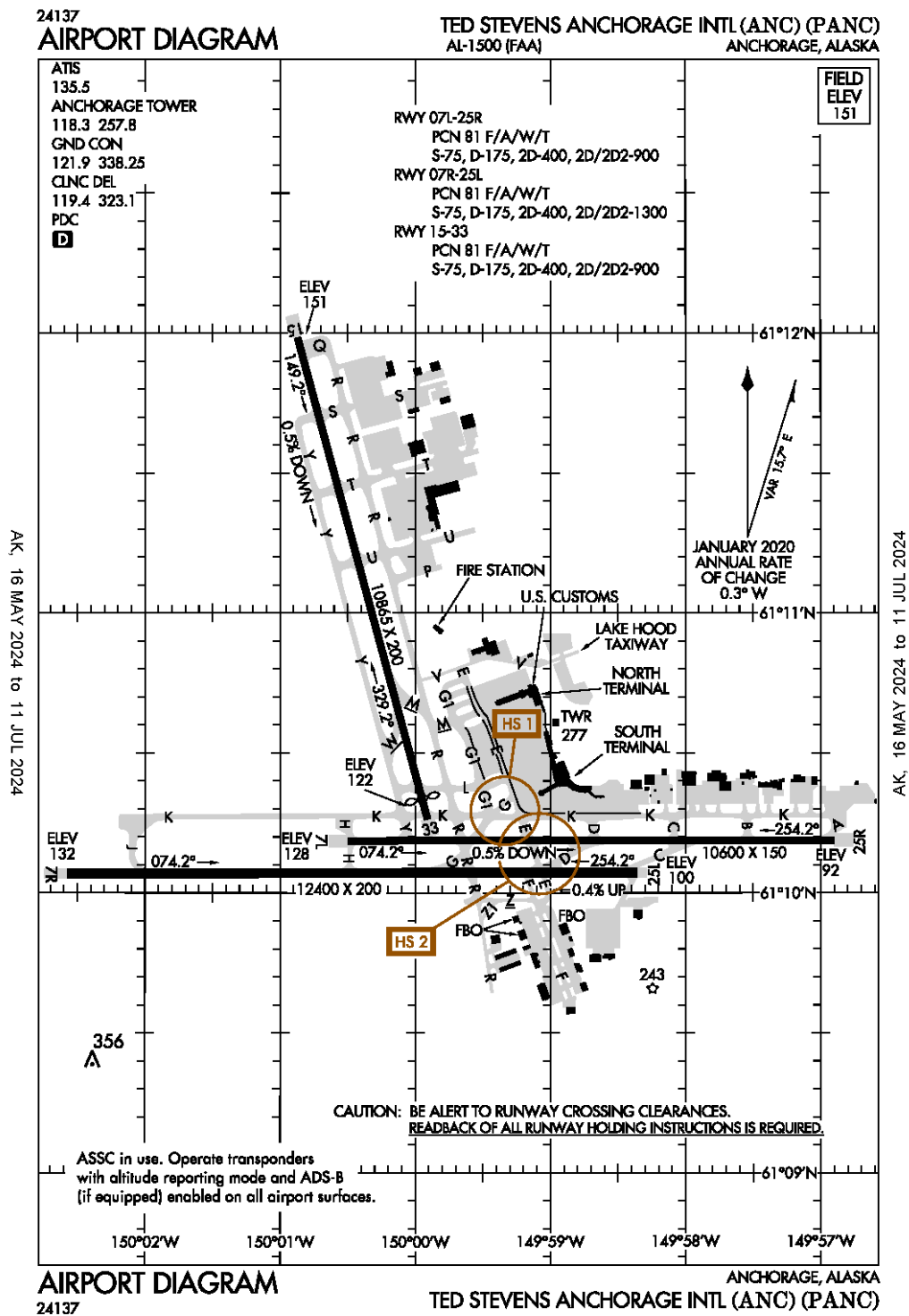
The two ANC hot spots are depicted in **Figure 4-16** and have the following description:

- Hot Spot 1 occurs when aircraft taxiing via Taxiway E to Taxiway G and Taxiway K to Runway 33 sometimes miss the turn from Taxiway G on to Taxiway K and continue on Taxiway G across Runway 07L–25R by mistake, especially with restricted visibility.
- Hot Spot 2 occurs when aircraft taxiing to Taxiway K via Taxiway E and Taxiway F may confuse hold short instructions for Runway 07R–25L and 07L–25R. Taxiway D signage may not be visible from Taxiway E and Taxiway F hold positions.

The Master Plan recommends that resolution of these hot spots be pursued to improve airfield safety. Options to resolve these hot spots are addressed in the Alternatives Chapter.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 4-16
Location of Hot Spot 1 and Hot Spot 2



Source: FAA, 2024

4.4.4 NAVAIDs

Navigational aids (NAVAIDs) and lighting consist of equipment to help pilots locate an airport, navigate in and out of the airport, and know its weather conditions. NAVAIDs provide information to pilots about aircraft horizontal alignment, height above the ground, location of airport facilities, and aircraft position on the airfield. Visual, electronic, and meteorological of NAVAIDS were assessed at ANC. ANC operates under challenging weather conditions with a high volume of a diverse fleet. NAVAIDs are integral in supporting these operations, as they facilitate safe, efficient, and orderly airport operations in all conditions.

Runway 7L, Runway 7R, Runway 15, and Runway 33 are equipped with instrument approaches. Runway 7L is the only runway equipped with Category III (CAT III) Instrument Landing System (ILS) approach capability. All other runways (except Runway 33) are equipped with Category I (CAT I) ILS approaches. There is also an airport surveillance radar (ASR) in the West Airpark, north of the fuel farm. This ASR will need to be re-sited, as this area is under development and will have its radar impacted by buildings and aircraft obstructing its line of site.

To maintain operations volume in inclement weather, Runway 7R should undergo an upgrade in its ILS approach from CAT I to CAT III. This would allow for more operational flexibility during IFR and during winter weather operations, as when Runway 7L is not available for arrivals then Runway 7R can be used in its place. As mentioned earlier, the ASR will also need to be re-sited in the future to promote orderly development of ANC.

4.5 Terminal Requirements

The terminal facility requirements include aircraft parking positions and the South Terminal building. This section describes the methodology and results of the analysis conducted to determine the requirements for these terminal elements.

4.5.1 Aircraft Parking Position Requirements

An analysis was conducted to determine the number and size of aircraft parking positions required to accommodate the forecast demand for commercial service passenger aircraft operations. The aircraft parking position requirements analysis was completed using the CAST simulation model software. CAST is a fast-time simulation software that allows for realistic analysis of different functional areas of an airport, including aircraft parking areas and passenger terminal facilities. The model relies on inputs that represent real-world environments to produce a realistic analysis result.

The CAST model for the ANC Airport Master Plan was prepared using the design day flight schedules that were prepared as part of the aviation demand forecast phase. The analysis model also considered existing aircraft parking position allocations used at ANC to calculate the requirement. Generally, airline allocations used in the summer of 2022 were used as the basis of the airline allocations throughout the planning period. This includes the assumption that the B Concourse aircraft parking positions can be used as overflow when the C Concourse positions reach capacity. However, the reverse is not true; the C Concourse cannot be used as overflow when the B Concourse demand exceeds capacity.

This includes parking position allocation limitations based on aircraft size. Further, the analysis assumed that the North Terminal is available for arriving international passenger service aircraft and those passenger service aircraft would be towed to the B Concourse at the South Terminal prior to departure. This analysis consideration aligns with the typical international arrival and departure operations from 2022.

The analysis was completed for each PAL and the aircraft parking position requirement was identified based on the demand associated with the peak 30-minute period. The analysis results are summarized based on the following gating areas:

- North Terminal
- A Concourse South Terminal
- B Concourse South Terminal
- C Concourse South Terminal
- L Gates South Terminal

The analysis results indicate that the aircraft parking demand for the North Terminal is two positions throughout the planning period. This result is representative of the minimal but steady peak period demand for passenger international arrivals. The eight existing aircraft parking positions at the North Terminal are sufficient to accommodate this demand for passenger international arrivals throughout the planning period.

The analysis results indicate that the peak period for the South Terminal aircraft parking area is as follows throughout the planning period:

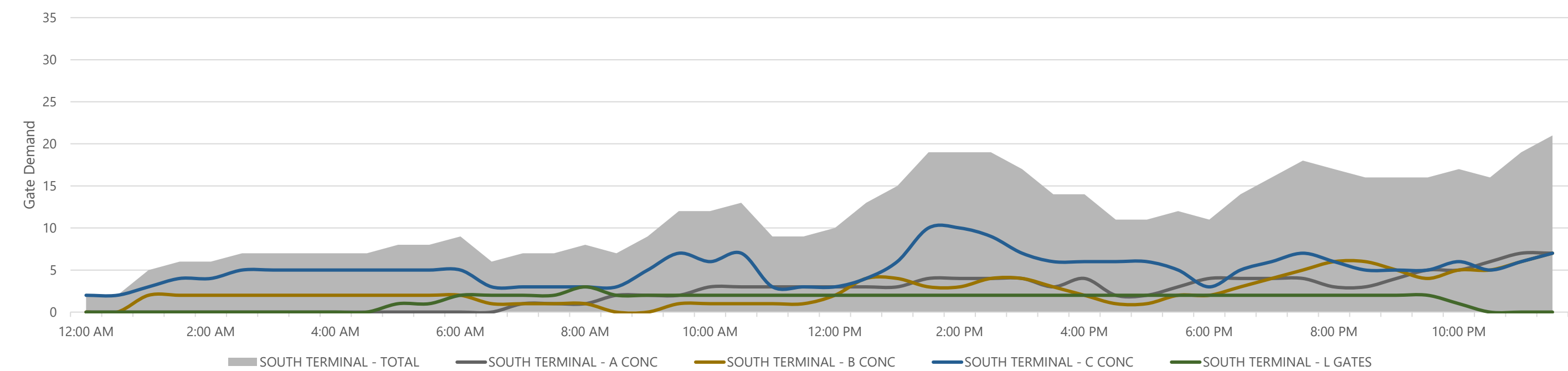
- A Concourse South Terminal – remain overnight (RON) starting at 11:00 PM
- B Concourse South Terminal – 10:00 PM – 12:00 AM
- C Concourse South Terminal – 1:30 PM – 2:30 PM
- L Gates South Terminal – 8:00 AM – 9:00 AM (Base & PAL 1) / 9:00 PM – 10:30 PM (PAL 2 & PAL 3)

The South Terminal gate demand for each aircraft parking area is depicted in **Figure 4-17**, **Figure 4-18**, **Figure 4-19**, and **Figure 4-20**. The overall peak demand for aircraft parking positions at the South Terminal occurs at 10:00 PM – 12:00 AM. This is due in part to the high demand for airlines to operate redeye departures from ANC to hubs in the Lower 48. These redeye flights operate from the South Terminal B Concourse. The 10:00 PM – 12:00 AM gate demand peak is also attributed to the intrastate carrier aircraft that remain overnight at the terminal aircraft parking positions.

The aircraft parking position demand for PAL 3 for the B Concourse and C Concourse is depicted in **Figure 4-21**. The chart shows that the demand for the C Concourse aircraft parking positions exceed capacity during the daytime peak. However, most of the overflow demand can be accommodated on the B Concourse during the same time. This results in an unmet need for two gates/aircraft parking positions. Conversely, the demand for the B Concourse aircraft parking positions exceeds capacity during the last night peak. This results in an unmet need for seven gates/aircraft parking positions. **Table 4-12** summarizes the unmet gate/aircraft parking position count for the jet aircraft (i.e., B Concourse and C Concourse) and the intrastate carriers. A total of 10 aircraft parking positions are required to accommodate unmet demand by PAL 3. This includes eight jet positions and two intrastate positions. The eight jet positions account for accommodating one irregular operation (IROP) aircraft during the peak period.

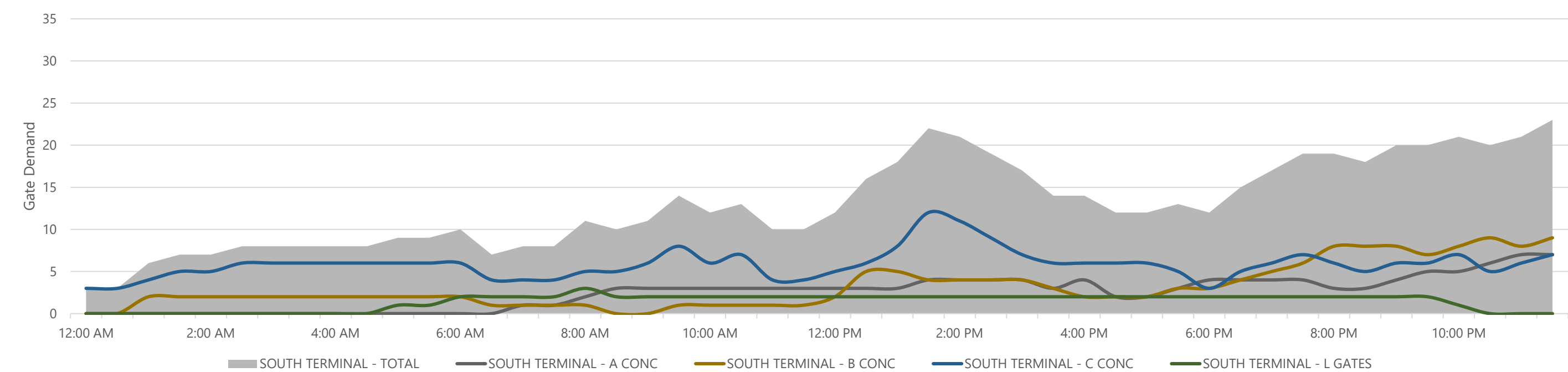
Analysis of the forecast fleet mix indicates that at least one aircraft parking position on the B Concourse should be able to accommodate an Airplane Design Group (ADG) V aircraft (e.g., Airbus A330, Airbus A350, Boeing 787). The existing aircraft parking position for Gate B8 can accommodate ADG-V aircraft so that requirement is met with existing infrastructure. The critical aircraft for the South Terminal aircraft parking areas are described in **Table 4-13**.

Figure 4-17
South Terminal Gate Demand – Base PAL



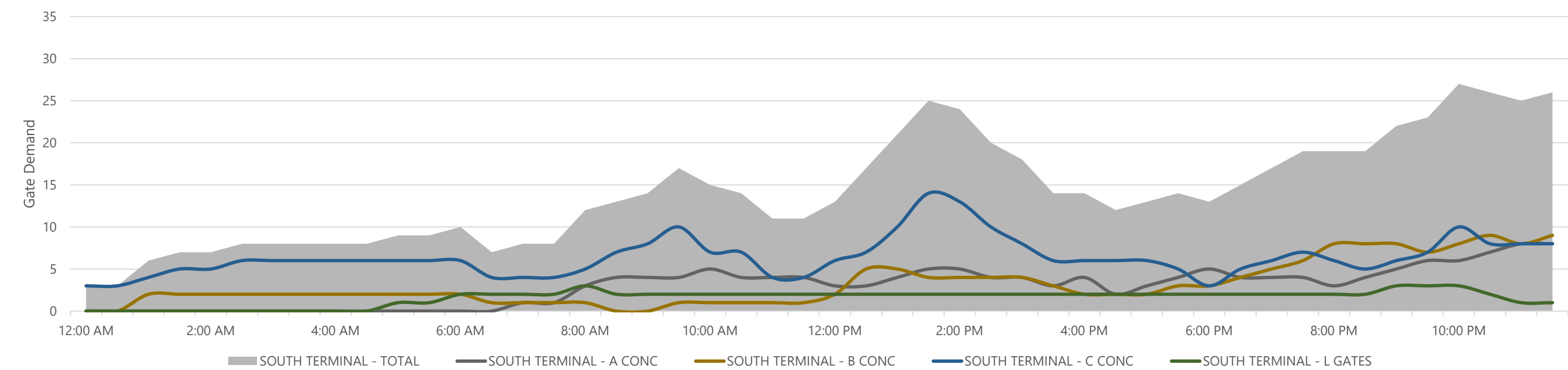
Source: RS&H Analysis, 2024.

Figure 4-18
South Terminal Gate Demand – PAL 1



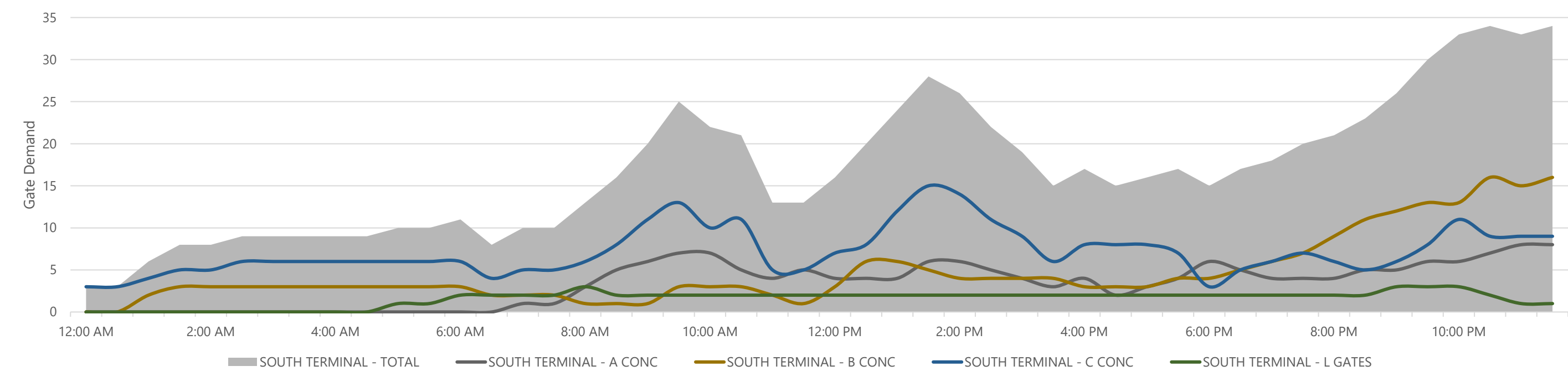
Source: RS&H Analysis, 2024.

Figure 4-19
South Terminal Gate Demand – PAL 2



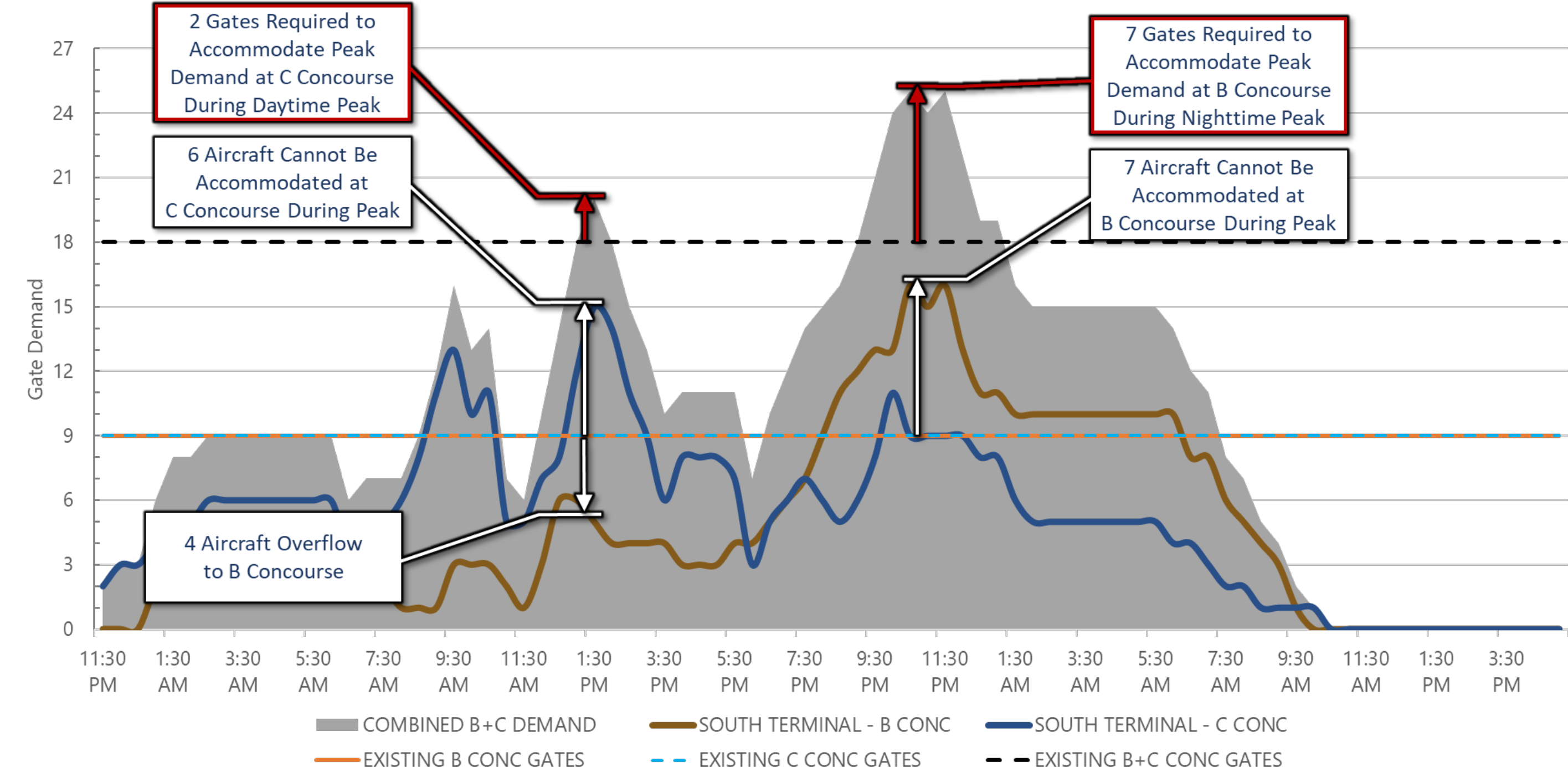
Source: RS&H Analysis, 2024.

Figure 4-20
South Terminal Gate Demand – PAL 3



Source: RS&H Analysis, 2024.

Figure 4-21
B Concourse and C Concourse Aircraft Parking Demand – PAL 3



Source: RS&H Analysis, 2024.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-12

Terminal Aircraft Parking Position Requirements Summary

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Jet Position Summary					
Peak Time Period	-	11:30 PM	11:30 PM	11:30 PM	11:30 PM
B Concourse Positions	9	7	9	9	16
Surplus/(Deficit) (Count)	-	2	0	0	(7)
C Concourse Positions	9	7	7	8	9
Surplus/(Deficit) (Count)	-	2	2	1	0
Jet Positions Subtotal	18	14	16	17	25
Surplus/(Deficit) (Count)	-	4	2	1	(7)
Jet Gate Total (includes +1 for IROP) ¹	18	15	17	18	26
Surplus/(Deficit) (Count)	-	3	1	0	(8)
Turboprop Position Summary					
Peak Time Period	-	11:30 PM	11:30 PM	11:30 PM	11:30 PM
A Concourse Positions	6	7	7	8	8
Surplus/(Deficit) (Count)	-	(1)	(1)	(2)	(2)
L Gate Positions	4	0	0	1	1
Surplus/(Deficit) (Count)	-	4	4	3	3
Turboprop Positions Total	10	7	7	9	9
Surplus/(Deficit) (Count)	-	3	3	1	1

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. IROP = Irregular operation.

Table 4-13

Critical Aircraft for South Terminal Aircraft Parking Positions

	Demand			
	Base	PAL 1	PAL 2	PAL 3
A Concourse	Dash 8-300	Dash 8-300	ATR 72	ATR 72
B Concourse	Boeing 737-MAX 9	Boeing 737-MAX 9	Boeing 737-MAX 9	Boeing 737-MAX 9
	Boeing 767-300W	Boeing 767-300W	Airbus A330-300	Airbus A330-300
C Concourse	Boeing 737-MAX 9	Boeing 737-MAX 9	Boeing 737-MAX 10	Boeing 737-MAX 10
L Gates	Cessna 208 Caravan	Cessna 208 Caravan	Cessna 208 Caravan	Cessna 208 Caravan

Source: RS&H Analysis, 2024

4.5.2 South Terminal Building Requirements

An analysis was completed to determine the facility requirements for the forecast passenger air carrier demand for the South Terminal building.

The analysis included evaluation of the following functional areas:

- Airline Area
- Security Screening Checkpoint
- Outbound Baggage Screening
- Outbound Baggage Make-up
- Holdrooms

A CAST model was prepared to support the South Terminal building facility requirements analysis. The CAST model was prepared based on the South Terminal building configuration, as of Summer 2022. This included building operational characteristics like passenger processing times at key functional areas (e.g., ticketing, security screening checkpoint). It also included general passenger behavior (e.g., checked bag ratios). The design day flight schedules for each PAL were run in the CAST model using the 2022 South Terminal building configuration.

Industry standard references, like Airport Cooperative Research Program (ACRP) Report 25, *Airport Passenger Terminal Planning and Design*, were used in along with the CAST simulation model to calculate the facility requirements. A description of the methodologies used for each functional area is included in the subsections below.

4.5.2.1 Airline Area

The airline area includes the airline ticketing counter area and airline operations area. The airline ticketing areas include space for self-serve kiosks, staffed counter positions, and ticket office space. The airline operations spaces are nonpublic areas that are typically used by airline personnel to support the ground operations.

The CAST simulation model was used to calculate the number of ticket counter agent positions, bag drop counter positions, and self-serve kiosk positions required for each PAL. The CAST analysis incorporated the passenger airline allocation during the peak hour of the design day to calculate the required number of positions. The peak hour requirement also accounts for passenger demand and processing throughput rates for staff and self-service positions.

Industry standard counter width metrics were used to calculate the total counter lengths for the ticket counter agent positions and bag drop counter positions. The counter lengths were applied to industry standard metrics to calculate the active area and queuing area for ticket counter positions, bag drop positions, and self-serve kiosk positions. The active area is defined as the area immediately in front of the counter and kiosk position where passengers are actively

being processed. The queuing areas precedes the active areas and represent areas where passengers are waiting in line to access the counter or kiosk. Airline ticket office space was also calculated based on function of the ticket counter frontage. The requirements for the airline ticketing area are described in **Table 4-14**.

Table 4-14
South Terminal Airline Ticketing Area Requirements

	Existing	Demand			
	Capacity	Base	PAL 1	PAL 2	PAL 3
Ticket Counter Area					
Counter Length (lf)	455	350	370	400	450
Length Surplus/(Deficit) (lf)	-	105	85	55	5
Self-Service Kiosk Area (sf)	-	40	50	60	60
Baggage Drop Area (sf)	-	330	390	390	500
Ticket Counter Area (sf)	-	3,200	3,350	3,625	4,025
Area Subtotal (sf)	5,400	3,570	3,790	4,075	4,585
Subtotal Surplus/(Deficit) (lf)	-	1,830	1,610	1,325	815
Queuing and Active Area					
Self-Service Kiosk Queuing and Active Area (sf)	-	500	600	700	700
Baggage Drop Queuing and Active Area (sf)	-	800	1,000	1,000	1,800
Ticket Counter Queueing and Active Area (sf)	-	11,200	11,700	12,700	14,100
Area Subtotal (sf)	13,300	12,500	13,300	14,400	16,600
Subtotal Surplus/(Deficit) (lf)	-	800	0	(1,100)	(3,300)
Total Airline Ticket Office					
Area Subtotal (sf)	10,200	8,000	8,400	9,100	10,000
Subtotal Surplus/(Deficit) (lf)	-	2,200	1,800	1,100	200
Total Ticketing Area					
Total Ticketing Area (sf)	28,900	24,070	25,490	27,575	31,185
Area Surplus/(Deficit) (sf)	-	4,830	3,410	1,325	(2,285)

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. sf = square feet. lf = linear feet

The analysis results show that the PAL 2 demand for the existing queuing and active area exceeds the existing capacity, and the PAL 3 demand exceeds the overall ticketing area space. Additional space is required in front of the counter positions and kiosks to accommodate the number of passengers that will be waiting to be processed as peak hour demand increases throughout the planning period.

The analysis results do not show a need for additional counter positions based on analysis of the design day flight schedule; however, this should be reassessed as demand increases. It is important to note that the design day flight schedules do not include new entrant carriers. The forecast and design day flight scheduled identify the passenger demand likely to operate at ANC throughout the planning period and assumes that passenger demand will be accommodated by existing carriers through increased frequency and aircraft upgauging. This is a common way to represent passenger demand and the assumption does not affect the facility requirements analysis for any other functional area; however, it can result in an understated need for ticket counters. This is because new entrant carriers would likely process passengers from leased proprietary use counters which may result in a demand for counters beyond the requirement. Therefore, it is recommended that the terminal alternatives consider options for flexible and phased ticketing area expansion to accommodate new entrant carriers.

A planning factor between the existing airline operations space and airline ticketing area was calculated to determine the airline operations administration space requirements. That planning factor was applied to the required airline ticketing area to calculate the requirements. The analysis results show that the PAL 3 demand for airline operations administrative space exceeds the existing capacity. The airline operations area requirements are described in **Table 4-15**.

Table 4-15
South Terminal Airline Operations Administrative Space Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Airline Operations Admin Space (sf)	34,600	28,800	30,600	33,000	37,300
Area Surplus/(Deficit) (sf)	-	5,800	4,000	1,600	(2,700)

Source: RS&H Analysis, 2024
Notes: Red font color indicates standard not met. sf = square feet.

4.5.2.2 Security Screening Checkpoint

The requirements for the passenger security screening checkpoint (SSCP) were calculated using the CAST terminal model. The analysis evaluated the demand throughout the design day to identify the requirement for the peak hour. The assumption is that the SSCP requirements analysis would only consider enplaned forecast passengers for Part 121 air carriers. The analysis assumes that passengers allocated to other airlines that operate at the South Terminal would not be screened at the SSCP.

The International Air Transport Association (IATA) publishes the Airport Development Reference Manual (ADRM) which includes Level of Service (LOS) metrics for passenger operations within the terminal. IATA recommends planning for the 'Optimum' LOS range for each facility. An

Optimum facility will provide a very good passenger experience and acceptable queueing times without incurring excessive capital or operating costs. Version 11 of the IATA ADRM states that 10 minutes is the maximum wait time for passengers at the SSCP to achieve an Optimum LOS.

The analysis assumed the passenger screening to be 140 passengers per hour per lane. The passenger processing rate represents the industry standard planning factor TSA uses to plan facility enhancements.

The results of the passenger screening checkpoint are described in **Table 4-16**. The analysis determined the number of screening lanes required to achieve a maximum wait time of 10 minutes for passengers. The analysis shows that 11 screening lanes are required to meet the maximum wait time requirement. The analysis assumed that the queueing area would be 600 square feet per checkpoint lane and the inspection area is 1,250 square feet per checkpoint lane. The results show that the existing SSCP is insufficiently sized to accommodate the Base PAL demand.

Table 4-16
South Terminal Passenger Screening Checkpoint Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Lane Requirements					
Lanes	6	7	9	10	11
Max Number of People in Queue (10-minute Wait)	-	144	189	212	235
Area Requirements					
Queuing Area (SF)	2,820	4,200	5,400	6,000	6,600
Inspection Area (SF)	7,450	8,750	11,250	12,500	13,750
SSCP Administrative Area (SF)	510	870	1,100	1,200	1,340
Total Security Screening Checkpoint Area (SF)	10,780	13,820	17,750	19,700	21,690
Surplus / (Deficit)	-	(3,040)	(6,970)	(8,920)	(10,910)

Source: RS&H Analysis, 2024

Note: Red font color indicates standard not met. SF = square feet.

4.5.2.3 Outbound Baggage Screening

The requirements for outbound baggage screening represent the space required to accommodate the baggage screening process that is completed by the Transportation Security Administration (TSA). TSA undertook a recapitalization effort in 2017 with the goal of optimizing the outbound baggage screening equipment in the South Terminal. This included replacing the explosive detection systems (EDS) equipment with newer equipment to achieve a faster and more reliable baggage screening system. The basis of design for the upgraded system is to achieve a total outbound baggage screening rate of 1,348 bags per hour. However, there were

some initial challenges achieving that throughout rate. Initial testing yielded a throughput rate of 1,164 bags per hour for the entire system according to the *2018 ANC South Terminal Expansion Study*.

The requirements analysis completed as part of this Master Plan Update was prepared using analysis inputs referenced in the *2018 ANC South Terminal Expansion Study* and supplemented by industry standard metrics for baggage screening. The analysis also considered the number of originating passengers departing during the peak hour during the design day and assuming a rate of one checked bag per passenger. The analysis results are described in **Table 4-17**. The results demonstrate that the existing outbound baggage screening area is sufficient to accommodate the demand throughout the planning period.

Table 4-17

South Terminal Baggage Screening Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Baggage Screening Area					
Peak Hour Checked Baggage	-	800	800	900	1,000
Odd-sized / Large bags requiring ETD inspections	-	24	25	26	30
Total bags to process through Level 1 EDS Units	-	800	800	800	1,000
Level 1 Baggage Screening	-				
Level 1- Explosive Detection System Units	-	4	6	6	6
Checked Baggage Inspection System	-	6,400	9,600	9,600	9,600
Level 2 Baggage Screening	-				
Level 2- On-Screen Resolution Area (SF)	-	300	400	400	400
Baggage Encoding Station Area (SF)	-	3,600	3,600	3,600	3,600
EDS Maintenance / Storage Area (SF)	-	400	400	400	400
Area Subtotal (SF)	-	10,700	14,000	14,000	14,000
Level 3 Baggage Screening	-				
Level 3- Explosive Trace Detection Units	-	4	5	5	6
Checked Baggage Resolution Area (SF)	-	1,400	1,400	1,400	1,700
TSA Staff Support Area (SF)	-	2,700	2,800	2,900	3,400
Area Subtotal (SF)	-	4,100	4,200	4,300	5,100
Baggage Inspection Support Facilities	-				
Conveyor Control Room and IT Area (SF)	-	400	400	400	500
Conveyor Maintenance and Storage Area (SF)	-	700	700	700	800
Area Subtotal (SF)	-	1,100	1,100	1,100	1,300
Total Baggage Screening Area (SF)	24,000	15,900	19,300	19,400	20,400
Administration and Support Offices					
TSA Agent Breakroom (SF)	-	1,900	1,900	1,900	2,600
Training Room (SF)	-	500	500	500	600
Storage Room (SF)	-	200	200	200	300
Total Administration Area (SF)	600	2,600	2,600	2,600	3,500
Total Baggage Screening Area					
Total Baggage Handling Area (SF)	24,600	18,500	21,900	22,000	23,900
Surplus/(Deficit) (SF)	-	6,100	2,700	2,600	700

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. SF = square feet.

4.5.2.4 Outbound Baggage Make-up

The outbound baggage make-up area is where airline personnel assemble checked baggage for outbound flights after the baggage has been screened by TSA. The outbound baggage make-up analysis was calculated in consideration of the aircraft fleet by using the equivalent aircraft

methodology. Industry standard planning factors for the number of staged baggage carts per equivalent aircraft, staging and make-up unit area per baggage cart, and baggage cart circulation area were used.

The analysis calculates the number of baggage carts/containers required for the outbound baggage operation during the peak hour based on the forecast number of outbound seats during the peak hour. An industry standard planning factor of 600 square feet per cart/container is applied to determine the make-up and offloading area. An additional 15% factor is added to account for the baggage train circulation and bypass area. The analysis results show that the existing outbound baggage make-up area is insufficiently sized to accommodate the Base PAL and future PALs. Additional space is recommended to allow a more efficient outbound baggage handling operation. The analysis results are described in **Table 4-18**.

Table 4-18
South Terminal Outbound Baggage Make-up Area Requirements

	Existing	Demand			
	Capacity	Base	PAL 1	PAL 2	PAL 3
Baggage Carts/Containers	-	53	55	57	68
Baggage Make-Up and Offloading Area (sf)	-	31,800	33,000	34,200	40,800
Baggage Train Circulation and Bypass Area (sf)	-	4,800	5,000	5,100	6,100
Total Baggage Make-up Area (sf)	31,800	36,600	38,000	39,300	46,900
Surplus/(Deficit) (sf)	-	(4,800)	(6,200)	(7,500)	(15,100)

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. sf = square feet.

4.5.2.5 Inbound Baggage Handling

The inbound baggage handling system includes the offloading area where inbound checked bags are offloaded from the carts/containers, transferred to the induction belt conveyer system, and delivered to passengers in the baggage claim area. The facility requirements analysis was completed for the inbound baggage service area and baggage claim area. The analysis results are described in **Table 4-19**.

Offload frontage is calculated based on the estimated number of carts/containers expected to perform the offload baggage operation during the peak hour. Calculation of the offload area assumes that a depth of 13 feet is sufficient for a tug with carts/containers to park adjacent to the offload belt with enough space for personnel to transfer bags to the induction belt. The bypass area is calculated assuming a tug lane 10 feet wide is sufficient for circulation. The results indicate that the existing inbound baggage service area is insufficient to accommodate the Base PAL demand. The facility deficit increases throughout the planning period.

The analysis of the baggage claim area is based on the estimated number of terminating passengers that checked baggage. The baggage claim requirement is determined based on the planning factor of each passenger requiring 2.4 feet of space along the baggage claim device to retrieve their bag. This is based on the typical inbound baggage operation where passengers arrive in the baggage claim lobby prior to their bags. Typical passenger behavior is for one member of the travel party to stage adjacent to the baggage claim belt with others dwell in the lobby but not adjacent to the belt. The requirements analysis results show that the existing baggage claim lobby is sufficient to accommodate the forecast demand throughout the planning period.

Table 4-19
South Terminal Baggage Claim and Inbound Baggage Service Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Inbound Baggage Service Area					
Offload Belt Frontage (lf)	380	390	390	400	450
Off-Load Belt Frontage Surplus/(Deficit) (lf)	-	(10)	(10)	(20)	(70)
Off-Loading Area (sf)	-	5,100	5,100	5,200	5,800
Tug By-Pass and Service (sf)	-	3,900	3,900	4,000	4,500
Area Subtotal (sf)	8,400	9,000	9,000	9,200	10,300
Area Subtotal Surplus/(Deficit) (sf)	-	(600)	(600)	(800)	(1,900)
Baggage Claim Lobby					
Claim Belt Frontage (lf)	570	780	780	800	900
Claim Belt Frontage Surplus/(Deficit) (lf)	-	(210)	(210)	(230)	(330)
Baggage Claim Device Area (sf)	-	14,600	14,600	15,000	16,800
Active Area & Passenger Access (sf)	-	11,600	11,600	12,000	13,500
Lost Bag Services (sf)	-	2,600	2,600	2,700	3,000
Area Subtotal (sf)	35,300	28,800	28,800	29,700	33,300
Area Subtotal Surplus/(Deficit) (sf)	-	6,500	6,500	5,600	2,000

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. lf = linear feet. sf = square feet.

4.5.2.6 Holdrooms

The facility requirements analysis for the holdrooms based on analysis of peak hour departures for each aircraft type. The analysis considered industry standard planning factors as described in ACRP Report 25, *Airport Passenger Terminal Planning and Design*, including the split of seated vs standing passengers and the areas associated with each functional area within the holdroom area.

The analysis assumed that 85% of passengers are sitting and the remaining 15% of passengers are standing. It also assumed that each seated person would need 15 square feet while each standing person would need 10 square feet.

The analysis assumed that a typical single-position gate podium is 5 feet wide. The depth of the counter and area behind the counter is typically 8 feet deep. A 15-foot-deep area in front of the counter is allocated to allow for queuing. These planning factors were confirmed and set based on actual departure lounge dimensions and check-in counter placement at the Airport.

The deplaning / enplaning hall is the circulation space within the departure lounge used to access the passenger boarding bridge and is planned at 350 square feet per gate based on existing deplaning / enplaning hall space utilization. Overall circulation and structural space are considered 10% and 2%, respectively, of the combined departure lounge, departure check-in counter, and deplaning / enplaning hall area.

The South Terminal holdroom requirements are described in **Table 4-20**. The results show that the existing holdroom space is sufficient, in aggregate, to accommodate the Base PAL. Additional holdroom space is required to accommodate the demand starting in PAL 1. That deficit continues throughout the planning period.

Table 4-20
South Terminal Holdroom Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Passenger Lounge Area					
Departure Lounge Seating Area (sf)	-	30,200	33,000	39,300	51,000
Departure Lounge Standing Area (sf)	-	8,600	9,400	11,200	14,600
Area Subtotal (sf)	-	38,800	42,400	50,500	65,600
Gate Counter Area					
Gate Check-In Counter Area (sf)	-	1,100	1,200	1,300	1,600
Gate Check-In Queuing Area (sf)	-	2,700	3,100	3,300	3,900
Area Subtotal (sf)	-	3,800	4,300	4,600	5,500
Support Space					
Deplaning/Enplaning Hall (sf)	-	4,600	5,400	5,700	6,800
Allowance for Amenities (sf)	-	2,600	2,800	3,300	4,200
Area Subtotal (sf)	-	7,200	8,200	9,000	11,000
Total Holdroom Area					
Total Holdroom Area (sf)	51,300	49,800	54,900	64,100	82,100
Area Surplus/(Deficit) (sf)	-	1,500	(3,600)	(12,800)	(30,800)

Source: RS&H Analysis, 2024

Notes: Red font color indicates standard not met. sf = square feet.

4.6 Ground Access Capacity and Requirements

Ground access capacity and requirements (also referred to as landside facility requirements) were determined for the airport access and terminal roadways, terminal curbside, commercial vehicle staging areas, employee and public parking facilities, and rental car facilities.

4.6.1 Airport Access and Terminal Roadways

Roadway requirements are determined by assessing the vehicle traffic volume demand against the capacity of the roadways serving the Airport during peak hour of an average day during the peak month of demand. The volume / capacity ratio serves as the ratio to determine how effective a road is able to facilitate the flow of traffic, or how likely it is to cause congestion.

Once a roadway falls beyond a certain Level of Service and traffic has been deemed poor or failed, then roadway improvements are typically required to alleviate roadway congestion to reestablish the orderly flow of traffic. Industry standard for roadway Level of Service is shown in **Table 4-21**, depicting Levels A through F. Level C, stable traffic flows with moderate volume, represent the industry target for airport roadway Level of Service.

Table 4-21
Level of Service Definitions for Roadways

Level of Service Rating	Description	Typical Volume / Capacity Ratio
A	Free-flow conditions with unimpeded maneuverability. Minor disruptions to flow are easily absorbed.	0.00 to 0.26
B	Reasonably unimpeded operations with slightly restricted maneuverability. Minor disruptions are still easily absorbed, although local deterioration in LOS is more obvious.	0.27 to 0.41
C	Stable operations with somewhat more restrictive operations. Minor disruptions can cause serious local deterioration in service.	0.42 to 0.59
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.60 to 0.81
E	Operations at or near capacity. Disruptions cannot be dissipated readily, often causing queues to form.	0.82 to 1.00
F	Forced or breakdown in flow. Operations within queues are highly unstable, motorists experience brief periods of movement followed by stoppages.	Greater than 1.00

Source: InterVISTAS Consulting *Terminal Ground Access Study*, 2019; Transportation Research Board *Highway Capacity Manual 2010*.

To determine the level of service for airport roadways, specifically the Airport loop servicing the South Terminal, data from the InterVISTAS Consulting *Terminal Ground Access Study* and

Municipality of Anchorage 2022 Annual Traffic Volume Report were used to determine traffic levels. This information was then compared to the forecast passenger growth rate. The resulting traffic volume for the Airport loop, gathered in 2019 from data obtained by AKDOT&PF, Kittleson, and InterVISTAS Consulting, is depicted in **Table 4-22**.

4.6.2 Airport Access Circulation Roadways

Forecasts of future terminal area roadway traffic volumes were prepared using data obtained from Alaska Department of Transportation and Public Facilities (AKDOT&PF) and surveys conducted in August 2019 as part of this study. It was assumed that roadway traffic volumes will increase at the same rate as airline passengers who are originating or terminating at ANC—commonly referred to as O&D airline passengers. Roadway traffic volumes were compared to the calculated capacities of the critical segments of the existing roadway network. Based upon the ratio of the roadway volumes and capacities, existing, 2025, 2030, and 2035 Levels of Service (LOS) were determined for these roadway segments. The critical terminal area roadway segments and the LOS on these segments are depicted in **Figure 4-22**.

Figure 4-22
August 2019 Design Hour Level of Service on Key ANC Roadway Links



Source: InterVISTAS Consulting *Terminal Ground Access Study*, 2019.

All roadway segments are expected to operate at an acceptable level of service (LOS C or better) through 2035. The terminal has an upper-level Departures roadway, and a lower-level, Arrivals inner roadway (reserved for private vehicles) and outer curbside roadway (reserved for

commercial vehicles). The LOS of the terminal curbside areas was determined based upon August 2019 surveys of peak hour traffic volumes, vehicle classifications, and vehicle dwell times. Analyses indicate that the Departures curbside and outer Arrivals curbside now operate at LOS B or better during the peak hour, but that the inner Arrivals curbside operates at LOS D due to long vehicle dwell times. This Level of Service was escalated over the planning period to match the increase of originating and departing (O&D) passengers. This analysis is expanded on in **Table 4-23**.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-22
Level of Service by Roadway Links in 2019

Link	Roadway Classification	Location	Speed (MPH)	# of Lanes	LOS C Capacity	2019 Peak Volume	Hour LOS
A	Entry/Exit Roadway	Airport Entrance	35	2	1,580	1,210	B
B	Terminal Access Roadway	Airport Entrance after Recirculation	35	3	2,370	1,221	A
C	Terminal Access Roadway	Airport Entrance after Parking and Rental Car	35	5	3,950	937	A
D	Terminal Access Roadway	Airport Entrance after Hold Lot	20	4	2,400	875	A
E	Terminal Access Roadway	Arrivals Split	20	2	1,200	448	A
F	Terminal Access Roadway	Departures Split	20	2	1,200	427	A
G	Terminal Access Roadway	Arrivals Inner Curb (PVs)	20	3	1,800	395	A
H	Terminal Access Roadway	Arrivals Outer Curb (CVs)	20	1	600	52	A
HA	Terminal Access Roadway	Arrivals Outer Curb (CVs) after Hold Lot Merge	20	4	2,400	299	A
I	Terminal Access Roadway	Arrivals Inner Curb Exit	20	1	600	395	A
J	Terminal Access Roadway	Departures Exit	20	1	600	427	B
K	Terminal Access Roadway	Arrivals Outer Curb Exit	20	1	600	299	A
L	Terminal Access Roadway	Airport Exit before Parking Exit	20	3	1,800	1,121	A
M	Terminal Access Roadway	Airport Exit before Recirculation	35	3	2,370	922	A
N	Entry/Exit Roadway	Airport Exit after Recirculation	35	2	1,580	1,110	B
O	Ramp	Recirculation	15	1	600	11	A
P	Terminal Access Roadway	Hold Lot	20	1	600	63	A
Q	Terminal Access Roadway	Rental Car	20	1	600	184	A
R	Terminal Access Roadway	Parking	20	1	600	100	A

Source: InterVISTAS Consulting, *Terminal Ground Access Study* 2019; InterVISTAS Consulting, October 2019 based upon traffic surveys conducted by Kittleson & Associates, August 2019 and AKDOT surveys. Level of Service calculated based upon Airport Cooperative Research Program (ACRP) Report 40 - Terminal Area and Curbside Roadway Operations.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table 4-23
Level of Service by Roadway Links by PALs

Link Designation	Roadway Classification	Location	LOS C Capacity	Demand			
				Base	PAL 1	PAL 2	PAL 3
A	Entry/Exit Roadway	Airport Entrance	1,580	1,210	1,428	1,589	1,914
B	Terminal Access Roadway	Airport Entrance after Recirculation	2,370	1,221	1,441	1,604	1,931
C	Terminal Access Roadway	Airport Entrance after Parking and Rental Car	3,950	937	1,105	1,231	1,482
D	Terminal Access Roadway	Airport Entrance after Hold Lot	2,400	875	1,032	1,149	1,384
E	Terminal Access Roadway	Arrivals Split	1,200	448	529	588	709
F	Terminal Access Roadway	Departures Split	1,200	427	504	561	675
G	Terminal Access Roadway	Arrivals Inner Curb (PVs)	1,800	395	466	519	625
H	Terminal Access Roadway	Arrivals Outer Curb (CVs)	600	52	61	68	82
HA	Terminal Access Roadway	Arrivals Outer Curb (CVs) after Hold Lot Merge	2,400	299	353	393	473
I	Terminal Access Roadway	Arrivals Inner Curb Exit	600	395	466	519	625
J	Terminal Access Roadway	Departures Exit	600	427	504	561	675
K	Terminal Access Roadway	Arrivals Outer Curb Exit	600	299	353	393	473
L	Terminal Access Roadway	Airport Exit before Parking Exit	1,800	1,121	1,323	1,472	1,773
M	Terminal Access Roadway	Airport Exit before Recirculation	2,370	922	1,088	1,211	1,458
N	Entry/Exit Roadway	Airport Exit after Recirculation	1,580	1,110	1,310	1,458	1,756
O	Ramp	Recirculation	600	11	13	14	17
P	Terminal Access Roadway	Hold Lot	600	63	74	83	100
Q	Terminal Access Roadway	Rental Car	600	184	217	242	291
R	Terminal Access Roadway	Parking	600	100	118	131	158

Source: RS&H Analysis, 2024; InterVISTAS Consulting, Terminal Ground Access Study 2019; InterVISTAS Consulting, October 2019 based upon traffic surveys conducted by Kittleson & Associates, August 2019 and AKDOT surveys. Level of Service calculated based upon Airport Cooperative Research Program (ACRP) Report 40 - Terminal Area and Curbside Roadway Operations.

Note: Red font color indicates standard not met.

Many of the roads in the Airport loop will remain at LOS C or better through the planning period, however; the airport entrance, arrivals inner curb, departures exit, and airport exit after recirculation will have a peak volume demand above capacity of LOS C. These areas will become congested in their current condition unless traffic is rerouted or roadway infrastructure is modified, such as adding lanes.

4.6.3 Terminal Curbside / Commercial Vehicle Staging

Terminal curb length requirements in linear feet were determined for the terminals, with focus on the South Terminal. Curb length requirements are based on existing curbside infrastructure, passenger characteristics, and patterns of the vehicles that use the terminal curbside. Curbside requirements were determined by applying standard passenger and vehicular characteristics, supplemented with Airport staff interviews. Curb length requirements were also determined based on originating and terminating passenger volumes and their forecast through the planning horizon.

4.6.3.1 South Terminal

The South Terminal curbside consists of two areas, the upper level and lower level. The upper level is departure level, and issued for and is used for dropping off passengers by private vehicles, commercial vehicles, tour vehicles, shuttles, public buses, and charter buses.

The upper-level curb measures 950 feet long. There are four lanes, two curb lane for drop off, one lane used for vehicle maneuvering, and two bypass lanes. The lower-level inner curb is used for picking up arriving passengers by private vehicles. The curb is 825 feet long with three lanes, one lane is used for passenger pick up, one lane is used for vehicle maneuvering, and one lane is used for bypass. The lower-level outer curb, also known as the commercial vehicle curb, is used primarily for picking up passengers by commercial vehicles but is used by other vehicles such as the People Mover bus and charter busses. The curb is 1,080 feet long with four lanes, one curb is used for picking up and drop off of passengers, one lane is used for vehicle maneuvering, and the other two lanes are bypass lanes. Rental vehicles are routed into this curb, so add additional demand volume as these users utilize this roadway.

Each vehicle was assigned a standard stall length as part of the analysis using industry standard measurements, expanded in further detail in **Table 4-24**.

Dwell times, or the amount of time a vehicle takes at a curb to wait for passengers, load passengers and luggage, and unload passengers and luggage, is also important to this analysis. It has been noted that observed private vehicle dwell times at ANC exceed typical dwell times at other airports in the United States. Average private vehicle dwell times at ANC are approximately 3 minutes for departures and 6 minutes and ten seconds for arrivals, and typical

airport dwell times are approximately 1 minute and 30 seconds for arrivals and two minutes for departures.

Table 4-24
Vehicle Characteristics by Level and Curb Area

	Standard Stall Length (Feet)
Upper Departures Level	
Private Vehicle Drop-off	25
Commercial Vehicle Drop-off	30
Tour / Charter Bus Drop-off	60
Lower Arrivals Level - Inner Curb Area	
Private Vehicle Pick-up	25
Lower Arrivals Level - Outer Curb Area	
Taxi Staging	25
Taxi Pick-up	25
Permitted Courtesy Van, Off-Airport Shuttle, Limos	30
Airport Shuttle Drop-off / Pick Up	35
People Mover Bus Drop-off / Pickup	60
Tour / Charter Bus Pick-up	60

Source: Airport Cooperative Research Program, Report 40 *Airport Curbside and Terminal Area Operations*.

Terminal interface LOS is defined through a scale of Level A-F, whereas Level A is preferable, and Level F is a capacity failure. Level C, stable traffic flows with moderate volume, represents the industry target for airport roadway Level of Service. **Figure 4-23** depicts how terminal curb LOS and what results for terminal curb roadway demand volume and capacity under that LOS.

Information about vehicle usage, characteristics, and curb utilization is necessary to determine terminal curb length requirements. The scenario is based off of the peak hour of an average day of the peak month (July) of demand volume. These volumes were taken from roadside observations, interviews with Airport personnel and tenants, and input from other users. This data was initially compiled by the InterVISTAS Consulting for the *Terminal Ground Access Study*. This data was escalated over the forecast passenger growth over the planning period to account for traffic growth. LOS is determined using the Quick Analysis Tool for Airport Roadways (QATAR), and depicts the current and forecast LOS for the upper-deck departure curb (**Figure 4-24**), the lower-deck arrival outer curb for commercial operators such as taxis, busses, rideshare vehicles, and shuttles (**Figure 4-25**), and the lower-deck arrival inner curb for non-commercial vehicles (**Figure 4-26**).

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 4-23
Terminal Curb Level of Service



LOS A

Drivers experience no interference from other vehicles or pedestrians. Motorists arriving at the airport terminal can stop adjacent to the curb at preferred locations. Demand is equal to or less than 0.50 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is unaffected.



LOS B

Relatively free-flow conditions, although double-parking can be observed at some curbside locations (i.e., baggage check-in, major entrance/exit points). Demand is between 0.5 and 0.55 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is virtually unaffected.



LOS C

Double-parking near docks is common and some intermittent triple-parking may occur. This level of service is appropriate for peak period design conditions at major airports. Demand is between 0.55 and 0.65 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by approximately 5% due to the increased frequency of double-parking.



LOS D

Triple-parking occurs more frequently and vehicle maneuverability is somewhat restricted. Intermittent vehicle queues may form both in the through lanes and at the entrance to the curbside area. Demand is between 0.65 and 0.85 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by over 20% due to the increased frequency of double- and triple-parking.



LOS E/F

LOS E—Motorists experience delays and queues along the length of the curbside. Both congestion and double- or triple-parking are evident throughout the curbside area. Momentary breakdowns in operation occur as traffic in the through lanes is increasingly delayed by vehicle maneuvering in and out of the parking lanes. Demand is between 0.85 and 1.0 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by over 35% due to the increased frequency of double- and triple-parking.

LOS F—Motorists experience significant delays at the curbside entrance and along the length of the curbside. Parked vehicles are unable to leave the curbside due to stopped vehicles in adjacent lanes. Demand exceeds 1.0 of the double-parking capacity of the curbside. The flow of vehicles in all lanes frequently comes to a halt.



Drivers experience no interference from other vehicles or pedestrians. Motorists arriving at the airport terminal can stop adjacent to the curb at preferred locations. Demand is equal to or less than 0.50 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is unaffected.



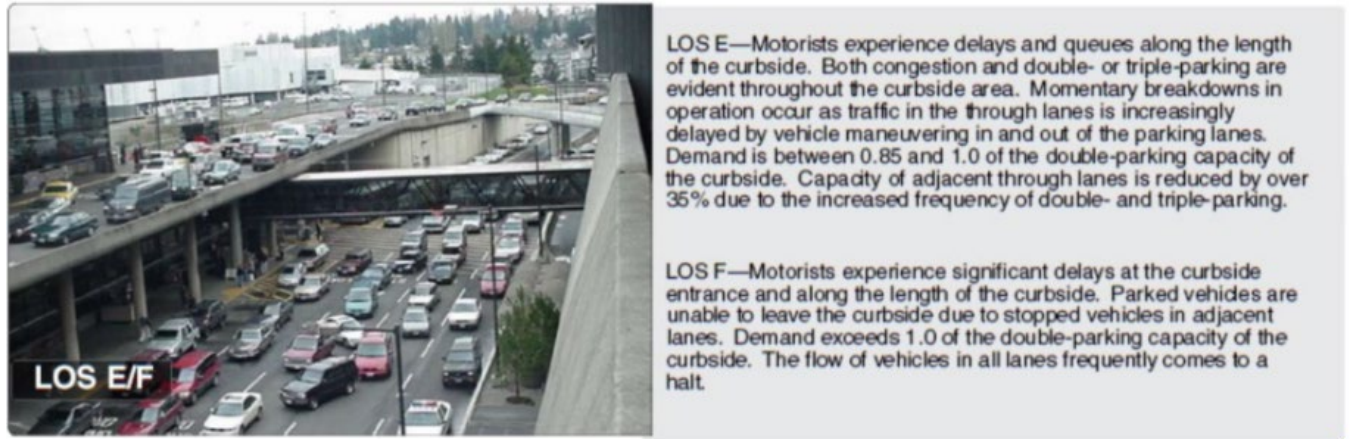
Relatively free-flow conditions, although double-parking can be observed at some curbside locations (i.e., baggage check-in, major entrance/exit points). Demand is between 0.5 and 0.55 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is virtually unaffected.



Double-parking near doors is common and some intermittent triple-parking may occur. This level of service is appropriate for peak period design conditions at major airports. Demand is between 0.55 and 0.65 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by approximately 5% due to the increased frequency of double-parking.



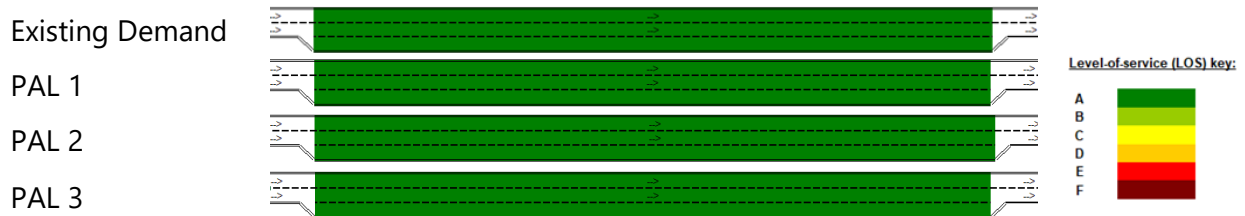
Triple-parking occurs more frequently and vehicle maneuverability is somewhat restricted. Intermittent vehicle queues may form both in the through lanes and at the entrance to the curbside area. Demand is between 0.65 and 0.85 of the double-parking capacity of the curbside. Capacity of adjacent through lanes is reduced by over 20% due to the increased frequency of double- and triple-parking.



Source: Airport Cooperative Research Program, Report 40 *Airport Curbside and terminal Area Operations*; InterVISTAS Consulting *Terminal Ground Access Study*, 2019.

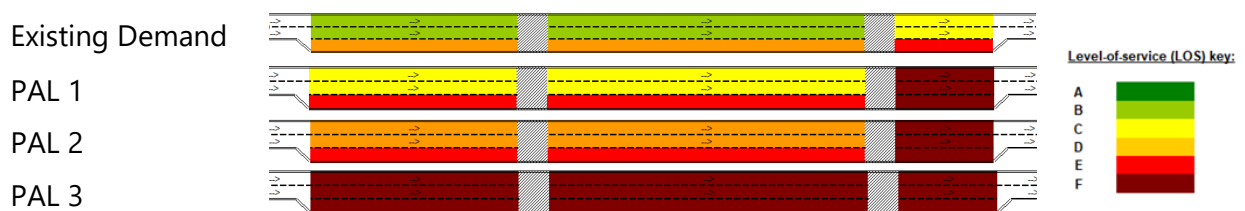
Terminal curb LOS will be adequate through the planning period for the upper deck departure curb and the lower deck outer arrival curb, maintaining LOS Level A. The lower deck inner arrival curb has existing capacity ranging between LOS Level B and Level E, and future passenger demand growth will continue to degrade this LOS. By PAL 1, the first segment of the curb will be in LOS Level F, and by PAL 3 the entire curb and roadway network will be in LOS Level F.

Figure 4-24
Terminal Departure Curb Level of Service



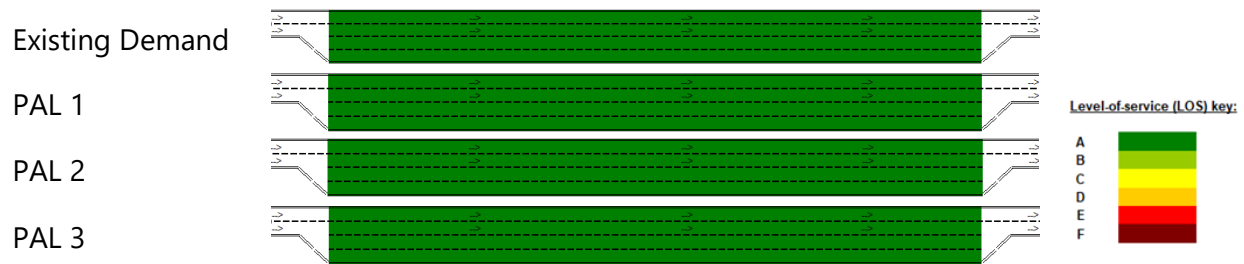
Source: InterVISTAS Consulting *Terminal Ground Access Study*, 2019; Quick Analysis Tool for Airport Roadways (QATAR), DOWL; Airport Cooperative Research Plan, Report 40 *Airport Curbside and Terminal Area Operations*, 2010.

Figure 4-25
Terminal Inner Arrival Curb Level of Service



Source: InterVISTAS Consulting *Terminal Ground Access Study*, 2019; Quick Analysis Tool for Airport Roadways (QATAR), DOWL; Airport Cooperative Research Plan, Report 40 *Airport Curbside and Terminal Area Operations*, 2010.

Figure 4-26
Terminal Outer Arrival Curb Level of Service



Source: InterVISTAS Consulting *Terminal Ground Access Study*, 2019; Quick Analysis Tool for Airport Roadways (QATAR), DOWL; Airport Cooperative Research Plan, Report 40 *Airport Curbside and Terminal Area Operations*, 2010.

4.6.3.2 North Terminal

The North Terminal curbside exists solely on a single level, split into an inner and outer curb area. The inner curb area is approximately 200 feet long and is used primarily by private vehicles for arriving and departing passengers. Shuttle vehicles, limousines, charter buses, and taxis with a length of less than 28 feet are permitted to drop off and pick up passengers in this area as well. The outer curb is meant for vehicles over 28 feet that are dropping and picking up passengers, including the public People Mover bus. Finally, the north and south of the inner curb serve as another curb area used by airport shuttles and charter buses to drop off and pick up passengers.

Due to the North Terminal's low traffic volume, the curbside area and roadways maintain a high LOS and are not forecast to degrade in service over the planning period. This assumes that the use of the North Terminal does not change notably from the current and forecast configuration.

4.6.3.3 Commercial Vehicle Staging

Taxis and charter buses, referred to as commercial vehicles for this analysis, underwent staging requirements by extrapolating the curbside analysis demand to overflow staging areas. Vehicle staging comprises of the following areas –

- Taxi staging area (with space for 70 vehicles) located just east of the Airport Traffic Control tower
- Charter bus staging area (nine stalls) adjacent to the C Concourse and loading dock
- Charter bus staging area (three stalls) near the north end of the North Terminal

Requirements for these overflow areas were determined by assessing the curbside capacity results and identifying where demand exceeded supply during the peak hour of the average day of the peak month. It was assumed that curbside and staging areas would remain the same during the planning period for this analysis. Through this analysis, as well as user and Airport staff input, the current facilities provide the capacity required through the planning period.

4.6.4 Parking

4.6.4.1 Public Parking

Public parking stall and acreage requirements were determined based on multiple factors, including daily parking transactions during the peak month, parking occupancy rates, the duration of vehicle stay in each lot. Hourly and daily parking data analysis was extrapolated with forecast growth of originating passenger. This data can be found in **Table 4-25**.

Public parking stall requirements were determined using hourly and daily transaction data, the average parking duration, and a set of standard time surge factors. To estimate the hourly public parking demand, a surge factor of 1.4 for increased volumes during peak and a 1.1 search factor when vehicles are spending time to search for parking spaces during peak times was applied. For daily parking requirements, a surge factor of 1.05 and a search factor of 1.1 were used.

Parking demand at ANC exceeds the existing supply, and this deficit is forecast to increase over the forecast period. By PAL 3, parking will be in a deficit of approximately 58%. There are off-site, non-airport parking options such as Diamond Airport Parking and Alaska Parking; however, they are typically at or near capacity as well. This information can be found in **Table 4-26**.

Table 4-25
Public Parking Daily Parking Transactions

Parking Area		Average Parking Duration
ST Short-Term Parking Garage	Hourly	1.45
	Daily	4.26
ST Long-Term Parking Lot	Hourly	3.21
	Daily	6.66
NT Short-Term Parking Lot	Hourly	1.48
	Daily	4.22
Park, Ride & Fly Parking Lot	Hourly	3.20
	Daily	14.91

Source: RS&H Analysis, 2024; Republic Parking, 2023.

Table 4-26
Public Parking Space Requirements

Parking Area	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
ST Short-Term Parking Garage	1,235	1,095	1,295	1,440	1,710
ST Long-Term Parking Lot	895	1,230	1,450	1,615	1,935
NT Short-Term Parking Lot	210	40	50	55	65

Ted Stevens Anchorage International Airport Airport Master Plan Update

Park, Ride & Fly Parking Lot (Economy)	290	370	435	485	585
Total Public Parking	2,630	2,735	3,230	3,595	4,295
Surplus/(Deficit)	-	(105)	(600)	(965)	(1,665)

Source: RS&H Analysis, 2024; Republic Parking, 2023.

Note: Red font color indicates standard not met.

4.6.4.2 Employee Parking

Parking for employees of the Airport were determined through a set of tailored factors. If the employee's work function is more related to passenger growth, then passenger enplanement was used as the forecast guidance. If the employee's work function had more to do with aircraft servicing or operations, then aircraft operations growth was used as the forecast guidance. Existing parking lot use was determined through Airport staff and employees and through observation.

Towards the end of the planning period, there will be a deficit in available employee parking spaces, notably in the South Terminal Employee Lot D and Airport Offices lot. Additional facilities will need to be introduced in order to supply the total amount of parking needed. This is presented in **Table 4-27**.

Table 4-27
Employee Parking Space Requirements

Parking Area	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
North Terminal Employee Lot A	170	85	90	100	120
North Terminal Employee Lot C	75	45	55	60	70
South Terminal Employee Lot D	895	820	955	1,055	1,265
Airport Admin Offices Lot (Concourse Connector)	20	20	20	25	30
Total Employee Parking	1,160	970	1,120	1,240	1,485
Surplus/(Deficit)	-	190	40	(80)	(325)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

4.7 Air Cargo Capacity and Requirements

Cargo facility requirements at ANC were determined for buildings, aprons, and landside areas based on forecast cargo growth. Cargo at ANC is classified into three categories: international cargo, intrastate cargo, and other domestic cargo. Each category has distinct needs and requirements.

International cargo represents cargo with an origin or destination in another country. This category of cargo accounts for approximately 2.45 million tons of cargo volume at ANC in 2022. This represented 68% of the total cargo volume at ANC in 2022. Approximately 39% of the 2.45 million tons of international cargo volume was sorted in cargo buildings at ANC while 61% of the cargo volume transited through the ANC without being sorted.

Intrastate cargo represents cargo traffic with an origin and destination within the state of Alaska. Intrastate cargo carriers use a diverse fleet of aircraft types to provide essential goods to small and remote communities. This category of cargo accounted for approximately 120,000 tons of cargo volume at ANC in 2022. This represented 3% of the total cargo volume at ANC in 2022. All of the 120,000 tons of intrastate cargo volume was sorted in cargo buildings at ANC.

Other domestic cargo represents cargo where both the origin and destination within the United States but with an origin or destination outside of the state of Alaska. This includes operations originating or terminated in cargo hubs within the Lower 48 States shipping cargo that originates or terminates in ANC. This category of cargo accounted for approximately 1.02 million tons of cargo volume at ANC in 2022. This represented 29% of the total cargo volume at ANC in 2022. Approximately 87% of the 1.02 million tons of the other domestic cargo volume was sorted in cargo buildings at ANC while 13% of the cargo volume transited through the ANC without being sorted.

4.7.1 Cargo Buildings

Cargo buildings at ANC are located primarily in the North Airpark and East Airpark. Future cargo building space requirements were determined for regional, other domestic, and international cargo activity to ensure proper space for cargo loading, unloading, sorting, and to provide proper support space for these operations.

A warehouse area productivity utilization rate was determined by analyzing the utilization rate for cargo buildings to develop facility requirements for cargo buildings at ANC. This utilization rate is based on what cargo category it services (intrastate, other domestic, international) and the volume of each type of cargo the facility services annually. The utilization rate is determined by calculating the ratio of cargo building area per annual ton of cargo processed for each cargo category. Utilization rates are usually expressed as a "square foot per annual ton" metric. This

rate is typically between 1.0 and 2.5 in the US; however, ANC's unique cargo operations allow for a higher utilization, meaning a smaller utilization number results. Cargo facilities should aim to be close to their target utilization rate; the facility has excess capacity when the utilization number is higher than target and does not have enough capacity when the utilization rate number is smaller than target. Each category of cargo requires different utilization rates due to the nature of their distinct operations requirements, with intrastate facilities needing a higher square foot per ton of cargo utilization ratio number than other-domestic and international cargo facilities.

In-transit cargo is not included in this analysis. In-transit cargo is typically cargo that remains on an aircraft during servicing on tech stops, or cargo that remains in its Unit Load Device (ULD) and is moved from one plane to another on the apron without sorting the cargo inside the container. Only enplaned and deplaned cargo is used for this analysis, as they are the only portions of cargo that require cargo facilities.

ANC is highly specialized for efficient cargo sorting and transfer. ANC is a cargo hub for the integrated carriers FedEx and UPS and hosts a high volume of service between Asian countries and the Lower 48 States. Since the previous Master Plan Update, these carriers have added facility capacity to keep up with demand for cargo throughout the world. Over the COVID-19 pandemic, e-commerce and other shipping increased substantially; however, cargo volume at ANC has decreased slightly from the COVID-19 pandemic peak and has now normalized.

The cargo building utilization rates will continue to indicate that the buildings are undersized as the cargo volume increases throughout the planning period unless facilities are expanded. Utilization rates should be maintained at an efficient level to prevent overdevelopment or underdevelopment. As more cargo volume is processed at ANC, more building space will be needed to maintain an efficient utilization rate.

4.7.1.1 Intrastate Cargo Buildings

ANC has approximately 310,000 SF of dedicated Intra-Alaska cargo facilities. Intrastate cargo aircraft have longer sit and load times and use smaller aircraft than the international freight airlines. Intrastate cargo generates more aircraft operations per ton of cargo than the other cargo categories. Cargo carriers such as Alaska Airlines Cargo, Northern Air Cargo, and Lynden Air Cargo serve the intrastate market at ANC.

A higher ratio of square foot to ton is needed due to the nature of cargo for intrastate commerce. This is due to cargo being less dense manufactured goods, residential consumer goods, and less-than-pallet goods that take more space to assemble payloads, load, and occupy more space inside the aircraft for less payload than other categories. This is translated into

methodology by a utilization ratio of 1.5 square feet / ton of cargo being goal for cargo processing areas, and 0.25 square feet / ton of cargo being needed in addition for administrative and support spaces.

The facility requirements analysis for intrastate cargo buildings determined that the needs for current and forecast conditions through the planning period are met.

4.7.1.2 Other Domestic and International Cargo Buildings

Most domestic and international cargo is processed by UPS or FedEx. Many areas for non-intrastate domestic and international cargo share processing space; however, for this analysis, non-intrastate domestic space occupies approximately 182,000 square feet and international building space occupies approximately 718,000 square feet. This is translated into methodology by a utilization ratio of 0.5 square feet / ton of cargo being goal for cargo processing areas, and 0.125 square feet / ton of cargo being needed in addition for administrative and support spaces.

There is currently an approximate 250,000 SF or 28% deficit in other-domestic and international cargo building space. This is due in part to the increase of international cargo with e-commerce. This deficit will increase to approximately 865,000 SF, or nearly 97% by the end of the planning horizon. More cargo building space will need to be provided in order to maintain an adequate target utilization ratio with forecast demand.

Cargo building facility requirements are outlined in **Table 4-28**.

Table 4-28
Cargo Building Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Intrastate					
Warehouse (SF)	-	180,000	190,000	200,000	215,000
Support (SF)	-	30,000	30,000	35,000	35,000
Intrastate Subtotal (SF)	310,000	210,000	220,000	235,000	250,000
Surplus/(Deficit)	-	100,000	90,000	75,000	60,000
Other Domestic & International					
Warehouse (SF)	-	920,000	950,000	1,105,000	1,410,000
Support (SF)	-	230,000	235,000	275,000	355,000
Other Domestic & International Subtotal (SF)	900,000	1,150,000	1,185,000	1,380,000	1,765,000
Surplus/(Deficit)	-	(250,000)	(285,000)	(480,000)	(865,000)
Total Building Area					
Total Building Area	1,210,000	1,360,000	1,405,000	1,615,000	2,015,000
Surplus/(Deficit)		(150,000)	(195,000)	(405,000)	(805,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

4.7.2 Cargo Apron

The cargo apron serves as an interface for aircraft and support crews to enplane, deplane, and transfer cargo, service and park aircraft, and conduct aircraft turn operations. The facility requirements for the apron are highly dependent on the size of aircraft projected to use the ramp, as well as the operational requirements of the users of the ramp. For this analysis, the cargo apron facility requirements were based on the maximum number and fleet blend of aircraft that are forecast to be on the ground at any one time on the average day of the peak month. This has been determined from the gated design day flight schedule and CAST modeling.

The cargo apron areas are a combination of Airport-owned and tenant-owned spaces. Aircraft that do not process their cargo at ANC facilities typically use Airport-owned spaces and conduct tech stops without processing cargo, departing to their final destination once they are serviced. The Airport-owned parking positions are located in the western portion of the terminal apron, as well as in the North Airpark. These Airport-owned positions are able to accommodate ADG-VI aircraft.

The cargo apron areas on tenant-owned spaces are tailored to specific aircraft types and sizes. For example, FedEx uses a diverse fleet of small feeder aircraft in combination with various widebody aircraft, and each area of the apron is tailored for these specific aircraft. These aircraft fleets are projected to evolve with the increase in the 777F operations and declines of MD-10 and MD-11 operations. The facility requirements analysis accounts for these forecast changes.

The apron area serving cargo airports includes aircraft parking, circulation, and ground support equipment (GSE) storage areas. Future requirements assume that carriers will generally continue to operate in the future as they do today.

Over the course of the planning horizon, cargo apron capacity will need to expand by approximately 45% to meet forecast demand. Existing Airport-owned cargo apron is in particular deficit, which will increase existing instances of long aircraft service queues of non-tenant cargo operators at ANC. The apron area facility requirements are outlined in further detail in **Table 4-29**.

Table 4-29
Cargo Apron Area Requirements

		Existing	Demand			
		Capacity	BASE	PAL 1	PAL 2	PAL 3
Airport Managed	Parking (SY)		200,000	218,000	226,000	226,000
Parking	Circulation (SY)		329,000	358,000	372,000	372,000
	Total	322,000	529,000	576,000	598,000	598,000
FedEx	Parking (SY)		52,000	64,000	79,000	99,000
	Circulation (SY)		50,000	63,000	73,000	92,000
	Total	220,000	102,000	127,000	152,000	191,000
UPS	Parking (SY)		125,000	133,000	167,000	203,000
	Circulation (SY)		154,000	161,000	210,000	295,000
	Total	367,000	279,000	294,000	377,000	498,000
Other Tenants	Parking (SY)		28,000	26,000	29,000	31,000
	Circulation (SY)		58,000	53,000	61,000	64,000
	Total	143,000	86,000	79,000	90,000	95,000
Subtotal Apron Area (SY)			996,000	1,076,000	1,217,000	1,382,000
GSE Requirement (SY)			100,000	108,000	122,000	138,000
Total Apron Area		1,052,000	1,096,000	1,184,000	1,339,000	1,520,000
Total Apron Area Surplus/(Deficit) (SY)			(44,000)	(132,000)	(287,000)	(468,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

4.7.3 Cargo Landside

Landside facilities are required to support and facilitate the operation of cargo buildings and cargo aprons, providing employee and truck parking, cargo loading, unloading and staging areas, access roads and circulation, landscaping, and other functions. Since the previous Master Plan Update, many landside facilities have been improved to meet the increasing demand of cargo facilities at ANC. A cargo landside planning factor of 30% of the cargo apron requirement, determined using CAST (excluding GSE apron space), was used to determine the cargo landside facility requirements. The planning factor was determined by evaluating current landside usage and factoring in tenant landside constraints.

Facility requirement analysis indicates that landside requirements are being met in current conditions but will be in deficit by PAL 2. The deficiency will be approximately 7%, but by PAL 3 will increase to approximately 33%. The landside facilities are outlined in further detail in **Table 4-30**

Table 4-30
Cargo Landside Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Landside Area (SY)	135,000	120,000	125,000	145,000	180,000
Surplus/(Deficit)	-	15,000	10,000	(10,000)	(45,000)

Source: RS&H Analysis, 2024.
Note: Red font color indicates standard not met.

4.8 General Aviation

General aviation facility requirements were determined for general aviation buildings, apron, and landside areas. General aviation includes all aviation activity outside of those air carriers that operate under Part 121, Part 129, or Part 135 of Chapter 14 of the Code of Federal Regulations. General aviation facility requirements include the based and transient general aviation aircraft operating at ANC. Facility requirements for the Lake Hood Airport are not directly addressed in this document. The general aviation facilities for Lake Hood Airport are discussed in the 2017 Lake Hood Seaplane Base Master Plan Update.

General aviation facilities at ANC are primarily located in the East Airpark and South Airpark. The Airport's general aviation facilities include three fixed-base operators and several other air-taxi and medevac providers. Airfield access between the Airport and the Lake Hood Airport is provided via Taxiway V. A detailed description of the existing general aviation facilities at the Airport is presented in **Chapter 2, Inventory of Existing Conditions**.

4.8.1 General Aviation Buildings

General aviation buildings include aircraft hangars, fixed-base operator terminals, administrative offices, building support space for operations and maintenance, fueling, and ground support equipment storage areas. Building areas for general aviation facilities differ based on the type of activity and aircraft. Requirements were determined for based aircraft facilities and transient aircraft facilities.

4.8.1.1 Based Aircraft Buildings

Building space requirements for based aircraft are greater than for transient aircraft. A greater proportion of based aircraft demand hangar space for long-term storage than do transient aircraft that may be at the Airport only for a short period of time. Hangar areas include aircraft storage, aircraft maintenance equipment storage, general storage, and administrative office.

In determining based aircraft building requirements, it was assumed that all helicopters, all jet aircraft, and half of the multi engine aircraft were stored in conventional hangars. These aircraft types are typically more expensive than single-engine aircraft, so it is reasonable to assume that more protective storage accommodations would be used for these aircraft types. Single-engine piston and the remaining half of the multi engine aircraft are assumed to be stored on the apron using tie-downs.

Planning factors for the aircraft storage hangar area are as follows:

– Multi Engine (Piston and Turbine)	3,200 SF
– Jet	3,700 SF
– Helicopter	2,250 SF

The space planning factors are based on representative aircraft operating at ANC. The single engine aircraft storage space planning factor is based on the Cessna 208 Caravan. The multi engine aircraft storage space planning factor is based on the Beech 200 Super King Air. The jet aircraft storage space planning factor is based on the Learjet 45. The helicopter storage space planning factor is based on the Bell 206. The forecasted number of based aircraft is multiplied by the corresponding planning factor to determine based aircraft storage space requirements.

Support space needed for based aircraft was estimated from the proportion of hangar space dedicated to aircraft storage and support space. A planning factor of 33% of the total hangar space was used to determine support space requirements, while the remaining 67% was allocated for aircraft storage requirements. The based aircraft hangar requirements are anticipated to increase from 312,000 square feet in the Base PAL to 373,000 square feet in PAL 3.

4.8.1.2 Transient Aircraft Buildings

Transient building requirements analysis assumes that transient aircraft are stored in hangars during the winter months to protect the aircraft from harsh weather. Transient aircraft hangar requirements were determined based on transient arrival operations during the average day of the peak winter month. The peak winter month was estimated to be 6.7% of the annual transient operations based on analysis of the ANC general aviation operations from 2019 through 2022. The transient aircraft arrival operations during the average day of the peak winter month are projected to grow from 12 to 15 operations between the base year and PAL 3. It is assumed that most transient aircraft use conventional hangars during the winter.

A planning factor of 5,000 square feet per transient aircraft was used to determine space requirements for transient aircraft. This area includes space for support activities such as maintenance and storage of ground support equipment. This planning factor is higher than the based aircraft planning factors because it accounts for a higher Level of Service for transient aircraft storage. The total transient aircraft building space is anticipated to increase from 32,000 square feet in the Base PAL to 39,000 square feet by PAL 3.

4.8.1.3 Total Buildings Requirements

The based aircraft building area and transient aircraft building area were summed up and are presented as the total building area required. The analysis, as shown in **Table 4-31**, indicates

that in order to accommodate general aviation demand, additional building space is required in PAL 1 and that building requirements will increase through PAL 3. General aviation buildings today comprise approximately 351,000 square feet of building space. By PAL 3, the building requirement will grow to approximately 412,000 square feet, which will require the addition of nearly 61,000 square feet of building space.

Table 4-31
General Aviation Building Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Based Aircraft Building (SF)	328,000	312,000	330,000	341,000	373,000
Transient Aircraft Building (SF)	23,000	32,000	34,000	35,000	39,000
Total Building Area (SF)	351,000	344,000	364,000	376,000	412,000
Total Building Area Surplus/(Deficit) (SF)		7,000	(13,000)	(25,000)	(61,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met. SF = square feet.

4.8.2 General Aviation Apron Requirements

General aviation apron requirements, described in **Table 4-32**, were determined for based aircraft, transient aircraft, and apron circulation areas. Total based and transient aircraft apron requirements were determined from a top-down approach, meaning that total apron requirements were first calculated, after which the individual requirements for based and transient portions were identified.

4.8.2.1 Based and Transient Apron Area

Total based and transient apron requirements were calculated by applying a utilization rate to the forecasted number of operations. The utilization rate is estimated based on the total existing apron area compared to the Base PAL average day peak month operations. The total existing apron space for all general aviation facilities is 77,000 square yards. Based on the current level of operations during the average day of the peak month, the current utilization rate is calculated to be 500 square yards per operation. Assuming the existing utilization is the desired Level of Service in the future, the current utilization rate was applied to the forecasted average day peak month general aviation aircraft operations to determine the total based and transient apron requirements for the PALs.

The amount of apron space needed for based aircraft was calculated for single-engine and half of the total amount of multi-engine aircraft. This generally aligns with the observations and assumptions that more expensive aircraft are likely to be stored in more protective facilities,

while relatively less expensive aircraft are more likely to be stored on the apron. Planning factors for the aircraft apron area are as follows:

- Single Engine (Piston and Turbine) 2,950 SF
- Multi Engine (Piston and Turbine) 3,200 SF

Forecasts of the number of individual based aircraft by aircraft type were applied to average storage area planning factors to determine the apron requirements for each aircraft type. Apron space to support based aircraft was also calculated, assuming 33% of the total required apron space would be allocated for general support storage and 67% of the total apron space would be used for aircraft storage.

Based and transient apron requirements are described in **Table 4-32**. The apron space required for transient aircraft was calculated by comparing the total apron requirement with the apron requirement for based aircraft. The requirement for transient aircraft increases from 54,000 square yards in the Base PAL to 73,000 square yards in PAL 3.

4.8.2.2 Hangar Circulation Apron

The hangar circulation apron provides an outdoor area for staging and accessing general aviation aircraft stored in hangars and is typically located immediately outside hangar doors. The hangar circulation apron is in addition to taxiways and taxilanes used for general movement on the airfield. Hangar circulation apron requirements were calculated based on observations that approximately 20% of total general aviation hangar area is required for hangar circulation apron space. Apron circulation area requirements are shown in **Table 4-32**.

4.8.2.3 Total Apron Requirements

The total apron area requirement includes the apron area required for based and transient aircraft plus apron circulation space. Analysis indicates that additional apron area is required to meet the Base PAL demand. The requirement for the apron area increases from 85,000 square yards in the Base PAL to 111,000 square yards in PAL 3.

Table 4-32
Total General Aviation Apron Requirement

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Based Aircraft Apron (SY)	-	23,000	24,000	25,000	28,000
Transient Aircraft Apron (SY)	-	54,000	56,000	59,000	73,000
Hangar Circulation Apron (SY)	-	8,000	9,000	9,000	10,000
Total Apron Area Required (SY)	77,000	85,000	89,000	93,000	111,000
Total Apron Area Surplus/(Deficit) (SY)	-	(8,000)	(12,000)	(16,000)	(34,000)

Source: RS&H Analysis, 2024.

Notes: Red font color indicates standard not met. SY = square yards

4.8.3 General Aviation Landside

Landside space needed to support general aviation operations includes vehicle parking lots, general landscaping, and undeveloped side-lots that are part of tenant lease lots. In some cases, tenants use their landside area for overflow snow storage in the winter, indicating that landside areas serve multiple purposes.

The existing area allocated for general aviation landside facilities was estimated based on space takeoffs and aerial photography. Current use indicates that landside facilities represent approximately 25% of all leased areas used for general aviation activities.

The general aviation landside and vehicle parking requirements for PAL 1 through PAL 3 were calculated using the same proportion of annual general aviation operational growth through the planning horizon. General aviation landside requirements are described in **Table 4-33**. The analysis indicates that the existing landside area is sufficient to accommodate demand throughout the planning period.

Table 4-33
General Aviation Landside Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Total Landside Area (SY)	39,000	34,000	36,000	37,000	38,000
Total Landside Area Surplus/(Deficit) (SY)	-	5,000	3,000	2,000	1,000

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met. SY = Square yards.

4.9 Support Facilities

4.9.1 Aircraft Rescue and Firefighting (ARFF) / Police and Fire

ANC provides its own firefighting and law enforcement services. Aircraft Rescue and Firefighting (ARFF) personnel and law enforcement personnel are by dual-certified officers of the Firefighting and Police force – the men and women of this force serve in both roles on a rotating basis. The Firefighting and Police force is headquartered in the ANC Safety Building, also known as Station Number 1, located north of the North Terminal near the North Airpark.

4.9.1.1 ANC Safety Building (Station Number 1)

Station Number 1, or more commonly referred to as the ANC Safety Building, is approximately 30 years old and is in need of renovation to repair and upgrade essential building systems and provide modern law enforcement and investigative infrastructure. A building evaluation was completed in 2024 as part of a separate project outside of the Master Plan Update that identified several mechanical, electrical, and plumbing systems that are past the useful life. ANC is evaluating options to renovate the Safety Building to resolve these issues and extend the useful life of the building.

ANC is classified as Index E for ARFF operations. This is determined by the type and number of aircraft in operation at ANC, and the length of the largest air carrier aircraft with an average of at least five daily departures. ANC is expected to remain at Index E through the planning period since the Boeing 747-8F is forecast to be the critical aircraft throughout the planning period.

The Safety Building has sufficient space to accommodate the ARFF function based on review of the existing building spaces and ARFF design guidelines described in FAA Advisory Circular 150/5210-15A, *Aircraft Rescue and Firefighting Station Building Design*. The Safety Building generally has enough space to accommodate the ARFF function. This includes ARFF apparatus bays, ARFF gear storage, and crew quarters. This assessment is confirmed through discussion with the Fire and Police Chief.

The Safety Building is undersized for modern law enforcement requirements. Additional building space is required to support modern interrogation rooms, holding cells, evidence record storage/archives, enhanced information technology infrastructure, and general administrative space to support law enforcement.

The ANC incident response and dispatch function is currently accommodated in administrative space within the North Terminal Building. However, ANC has determined that this function should be collocated with firefighting and law enforcement personnel. There is an ongoing project as of Summer 2024 to upgrade the necessary support facilities (e.g., enhanced

information technology infrastructure) and renovate the top floor of the Safety Building to accommodate the relocated incident response and dispatch function.

Expansion of the Safety Building in-place and/or relocation of the ARFF and law enforcement functions is evaluated in the alternatives analysis. The inadequate sizing and facilities for the law enforcement function creates strain on all building users, including the firefighting function. Development options to resolve the Safety Building space needs were evaluated in the airport development alternatives phase of this Master Plan Update. Those development alternatives are described in **Chapter 5 Airport Alternatives**.

4.9.1.2 Station Number 2

The apparatus bays in Station Number 2 (located in the northwest portion of the former Kulis Air National Guard Base) lack the length to accommodate the larger ARFF vehicles within the ANC fleet. Additionally, the building infrastructure is aging, and critical building components are in disrepair. For example, the HVAC system of the building has difficulty maintaining a constant temperature throughout the building due to age. Renovation of Station Number 2 is not recommended despite the building condition issues.

4.9.1.3 Minimum Response Times

ANC ARFF minimum response times comply with mandated Part 139 vehicle response times throughout the airfield. Part 139 requires the first ARFF vehicle to reach the midpoint of the farthest runway within three minutes and additional vehicles to reach the midpoint of the farthest runway in four minutes. The ARFF response vehicles are housed and deployed from the Safety Building / Station Number 1. The Safety Building location ensures the required response times can be met. Minimum response time is expected to continue to be met throughout the planning period from the current Safety Building location and with the existing airfield layout.

4.9.1.4 ARFF Vehicles

Index E airports are required to provide three vehicles for ARFF operations - one carrying extinguishing agents and two carrying the amount of water and appropriate aircraft fire fighting foam (AFFF). The total quantity of water for foam production carried by all three vehicles is required to be at least 6,000 gallons. The existing ANC ARFF vehicle fleet satisfies this requirement. ANC acquires new ARFF vehicles as needed to replace aging vehicles.

4.9.1.5 Training Facilities

The ARFF Training Facility and the Police Training Facility are collocated south of Runway 7R-25L, west of the developed portion of the South Airpark. Both facilities are planned for demolition to enable the extension of Taxiway Z.

ARFF personnel perform firefighting training and recertification at an offsite location. A replacement on-Airport ARFF Training Facility is not recommended. Transitioning to offsite police training creates challenges for personnel to receive adequate firearms training. A replacement on-Airport Police Training Facility is recommended. Options to accommodate a new on-Airport Police Training Facility are described in **Chapter 5 Airport Alternatives**.

4.9.2 Fuel Storage

AFSC / Menzies currently has sufficient capacity to accommodate current fuel service demand. AFSC / Menzies is currently exploring alternatives for expansion and has commissioned an external study to determine the future fuel storage needs at ANC. Preliminarily, AFSC has determined that additional fuel tanks at ANC will be required in the future to meet forecasted demand; however, specific details such as tank number and size have not been determined. The construction of additional fuel storage facilities at the Port of Anchorage is not being pursued due to cost and construction constraints, making ANC the preferred area of development. Expansion would likely occupy the area to the north of the current site and would double the land that the fuel farm occupies.

4.9.3 Airport Maintenance

Airport maintenance is responsible for the day-to-day maintenance of airport facilities such as pavement and pavement marking maintenance, landscaping of unpaved areas, and maintaining the efficient operations during winter weather events. Facility Requirements were calculated for snow storage and disposal areas.

Airport maintenance requirements are not directly associated with aircraft operations, rather they are associated with the size of the areas that must be maintained. This means that the factor that determines airport maintenance facility requirements is the increase in facility size, such as an additional runway, taxiway, and apron development.

Snow storage facilities are dependent on the annual amount of snowfall and the total area of pavement being cleared. Anchorage maintains an average daytime temperature below freezing during much of the winter weather season. Snowfall is commonly expected between October through April and limited snowmelt days compound the snow storage requirements. Much of the snow at ANC is plowed and moved to temporary snow during active winter events. The snow is transferred to snow disposal sites following the winter event.

Temporary storage sites are typically located close to pavement areas and provide a convenient location to dump snow during snow events. Temporary storage sites tend to be smaller and with several locations around the Airport. Snow disposal sites are used for long-term snow storage. Snow in the disposal sites will remain in those locations until it melts in warmer months. Snow

disposal sites are larger with fewer locations around the Airport. The stored snow must also be separated between snow contaminated with deicing material and snow with no such contamination, typically meaning snow originating from the AOA will stay within the AOA.

Snow storage facility requirements are calculated by determining the ratio of the area of existing snow storage areas compared to the area of pavement required to be cleared. Snow storage facility requirements assume future weather patterns will generally resemble current conditions. Snow storage requirements will increase as airport pavement area increases, so no requirements for PALs are established in this chapter. Each area is separated by use type. The existing snow storage and disposal areas are summarized in **Table 4-34**. The existing pavement areas is summarized in **Table 4-35**.

The planning factor to calculate the required future snow storage and disposal sites is based on the existing ratio of Assuming airside snow remains within the AOA, then the planning ratio for snow is approximately 0.07, where the landside ratio is 0.25. If landside and airside were to share snow storage sites, the ratio would be 0.10. If storage sites were to be shared, then contaminated snow must be treated before storage or the storage areas must have proper contamination collection systems such as a closed drain system to prevent further contamination.

Table 4-34
Snow Storage Areas

Airport Areas	Landside	Airside	Total
Temporary Snow Storage Sites	215,000	236,000	451,000
Snow Disposal Site Maintained by Field Maintenance	780,000	916,000	1,695,000
Snow Disposal Site Maintained by Lease Tenants	80,000	446,715	527,000

Source: Alaska Department of Transportation and Public Facilities, 2021 *Snow and Ice Control Plan*.

The requirements cannot fully be determined at this point because the need for additional storage and disposal areas depends on the plan for additional pavement areas. The plan for additional pavement areas is established through the alternatives development phase of the Master Plan Update. Thus, the requirement for additional storage and disposal sites will be determined when the future pavement area is determined.

Table 4-35
Existing Pavement Areas Applicable to Snow Removal Operations

Airport Area	Pavement Areas ¹
Runways (SF)	6,410,000
Taxiways (SF)	8,735,000
General Aviation (SF)	1,509,000
Landside (SF)	3,928,000
Apron (SF)	5,575,000
Total (SF)	26,157,000

Source: RS&H Analysis, 2024

Note: 1 – Pavement areas include Lake Hood Airport

Potential locations for new storage and disposal sites are described in Chapter 5 Airport Alternatives. Considerations for appropriate sites include spacing across all areas of the airport environment so vehicles moving snow do not spend excess time transiting between the snow removal operations area and the snow storage area.

4.9.4 Utilities

ANC relies on surrounding organizations to provide their utility services. Power is supplied by the Chugach Electric Association, natural gas is provided by Enstar Natural Gas Company, water sanitation is provided by the Anchorage Water and Wastewater Utility (AWWU) and is serviced at the Asplund Wastewater Treatment Facility, and communications services are provided by Alaska Communications Systems.

Current facility requirements are being met by these utility service providers. AWWU has recently been connected to facilities in the South Airpark, providing them with water and sewer services. As demand grows for each utility service, proper coordination and planning with each provider is necessary to ensure proper service without restriction or undue interruption. Of these utilities, the utility with the highest forecasted need is electric power, due to forecasted electric vehicle charging station demand on the power grid. Charging of electric vehicles is power intensive and will require diligent planning and implementation from ANC and the Chugach Electric Association. These entities, ANC, tenants, and surrounding landowners will need to continuously coordinate efforts in accessing and preserving land for utility installation and maintenance.

4.9.5 United States Postal Services Facility

The United States Postal Services (USPS) facility is located in the North Airpark, southeast of the Postmark Drive and Lake Hood Drive intersection. The USPS facility is the primary postal facility for the state of Alaska. The USPS is undergoing phased implementation of the “Delivering for America” plan. The plan restructures the USPS network nationwide. Indications are that the USPS

Delivering for America plan may require expansion of the ANC USPS facility in the 10-year timeframe; however, this remains in flux as of summer 2024. The anticipation is that the plan would make the ANC USPS facility take on a larger role as a Regional Distribution Facility/Hub. The estimated additional space needs ranges from one to five acres. The additional space would be used to accommodate a building expansion and additional lot space for truck trailer storage. Options for accommodating the USPS expansion are described in **Chapter 5 Airport Alternatives**.

4.9.6 Electric Vehicle Support Infrastructure

Vehicle electrification trends and its role in airport parking and Consolidated Rent-a-Car (ConRAC) operations was evaluated as part of this Master Plan Update. This section summarizes the electric vehicle (EV) growth trends and requirements for electric vehicle support equipment (EVSE) at ANC to accommodate the potential growth. A more detailed description can be found in **Appendix E – Electric Vehicle Infrastructure Forecast for Parking and ConRAC Operations**.

EVs can be charged using EVSE operating at different charging speeds.

Level 1 (L1) charging equipment provides charging through a common residential 120-volt (120V) AC outlet. L1 chargers can take 40-50+ hours to charge a battery electric vehicle (BEV) to 80 percent from empty and 5-6 hours for a plug-in hybrid electric vehicle (PHEV), according to the U.S. Department of Transportation.

Level 2 (L2) charging equipment offers higher-rate AC charging through 240V (in residential applications) or 208V (in commercial applications) electrical service, and is common for home, workplace, and public charging. Level 2 chargers can charge a BEV to 80 percent from empty in 4-10 hours and a PHEV in 1-2 hours, according to the U.S. Department of Transportation.

Direct current fast charging (DCFC) equipment offers rapid charging along heavy-traffic corridors at installed stations. DCFC equipment can charge a BEV to 80 percent in just 20 minutes to 1 hour, according to the U.S. Department of Transportation. Most PHEVs currently on the market do not work with fast chargers.

Level 2 and DCFC equipment are commonly deployed at public locations. Resulting vehicle dwell times, estimated up-front, and ongoing costs are important considerations when selecting EVSE for installation. Chugach Electric was interviewed to understand its preparations for EVs and its support for infrastructure expansion at the airport. Providing EV charging infrastructure for the traveling public and RACs will require electrical service upgrades. Close collaboration on

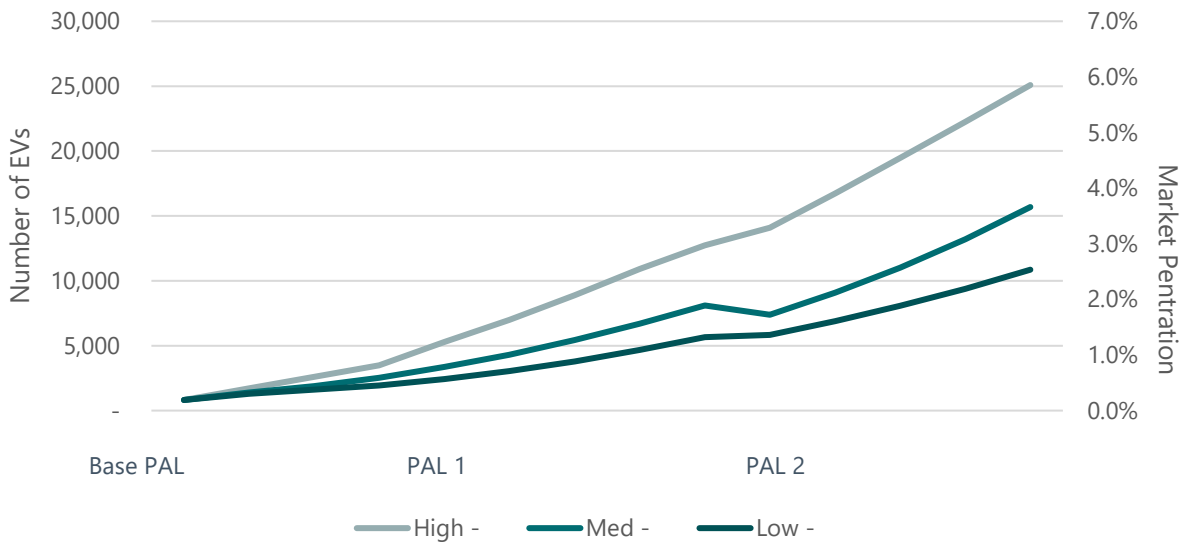
strategic electric service upgrades as well as efficient operations will be required to maximize cost-effectiveness.

4.9.6.1 EVSE Requirements for Parking Facilities

An EV forecast analysis was completed by extrapolating the current pace of EV adoption nationally and within the Anchorage Metropolitan Statistical Area (MSA) to project future growth. The forecast EV adoption in the Anchorage MSA is described as three growth scenarios (i.e., Low Growth, Medium Growth, and High Growth) to account for variability and unpredictability of consumer sentiment towards EVs. The EVSE forecast analysis only extends through 2035 calendar year due to data availability. Therefore, data for PAL 3 is not available for the EVSE requirements.

There were 804 EVs registered in the Anchorage MSA as of May 2023. This represents 43% of the Alaska’s EVs. The analysis results show that EVs are projected to make up 3% to 6% of all vehicles in the Anchorage MSA by PAL 3. Local growth is slower than national trends but still projected to grow from a few thousand in the Base PAL to tens of thousands by PAL 3, as depicted in **Figure 4-27**.

Figure 4-27
Vehicle Counts and Market Penetration for Anchorage MSA



Source: U.S. Energy Information Administration, 2023; RS&H Analysis, 2024
Note: EVSE forecast analysis only extends through 2035 calendar year due to data availability. Therefore, data for PAL 3 is not available for the EVSE requirements.

The facility requirements for EV charging infrastructure at the public parking facilities were determined based on forecasted penetration of EVs in the Anchorage MSA and public parking

occupancy patterns at ANC. The analysis results for the Medium Growth Scenario show that 16 charging points are required in the ANC parking facilities in PAL 1 and 32 charging ports are required in PAL 2. The forecasted EV charger requirements are described in **Table 4-36**.

Table 4-36

Forecasted EV Chargers by Facility for Medium Growth Scenario

	PAL 1				PAL 2			
	Short Term	Long Term	Park, Ride, and Fly	Total	Short Term	Long Term	Park, Ride, and Fly	Total
DCFC	1	0	0	1	3	0	0	3
L2	2	1	0	3	6	3	0	9
L1	1	5	6	12	3	11	6	20
Total	4	6	6	16	12	14	6	32

Source: RS&H Analysis, 2024.

Note: EVSE forecast analysis only extends through 2035 calendar year due to data availability. Therefore, data for PAL 3 is not available for the EVSE requirements.

L1 chargers are recommended for Long Term parking stays given the vehicle dwell time and relative lower cost of L1 chargers. L2 chargers are recommended for the Short Term lot since typical parking duration is for a day or less. DCFC could also be used in the Short Term lot, but the L2 chargers are recommended. The employee lot could have a mixture of L1 chargers and L2 chargers, but L2 chargers are recommended since most employee vehicles dwell for a day.

Potential energy consumption for the three growth scenarios are described in **Table 4-37**. The power demand of EV charging ports is measured in Kilowatt-hours (kWh) or Megawatt-hours (MWh) ("demand"). ANC currently uses approximately 3.6 MW annually. The 0.45 MW forecasted in the PAL 2 High Growth Scenario is a 12.5% increase in ANC's current power demand. For reference, 0.45 MW is equivalent to the electric demand of 840 single-family homes in a month.

Table 4-37

Forecast Energy Use and Power Demand

	PAL 1	PAL 2
Low Growth Scenario		
Energy Use (MWh)	62	164
Power Demand (MW)	0.08	0.17
Medium Growth Scenario		
Energy Use (MWh)	93	227
Power Demand (MW)	0.09	0.25
High Growth Scenario		
Energy Use (MWh)	164	421
Power Demand (MW)	0.17	0.45

Source: RS&H Analysis, 2024.

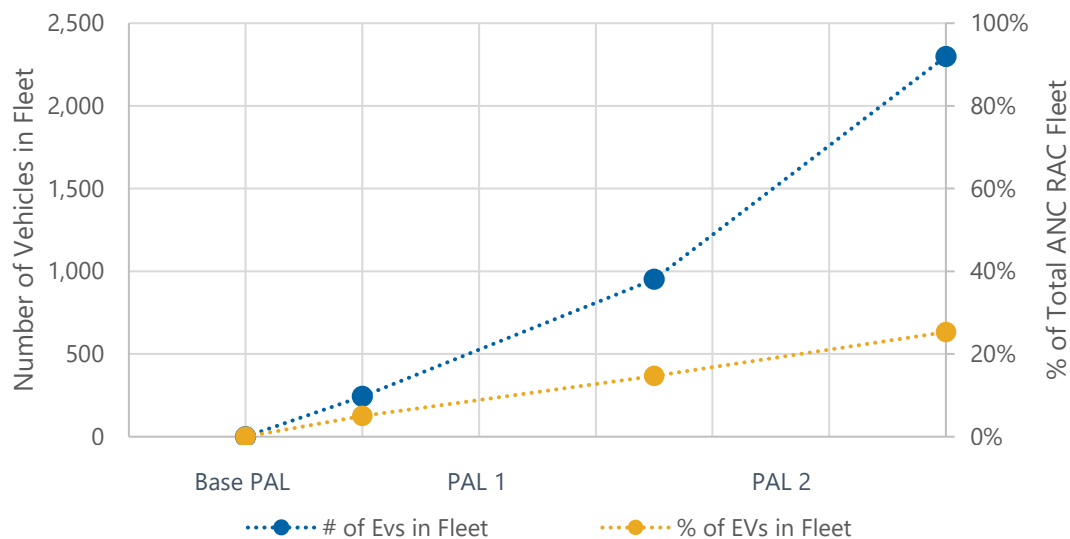
Note: EVSE forecast analysis only extends through 2035 calendar year due to data availability. Therefore, data for PAL 3 is not available for the EVSE requirements.

4.9.6.2 EVSE Requirements for RAC Facilities

Peer airports and Rent-A-Car (RAC) companies at ANC were interviewed to characterize the EV demand and associated EVSE requirements for the RAC operation. The peer airports were selected for commonalities with ANC (e.g., size, origin and destination travel volume, market, etc.). The three peer airports are Seattle-Tacoma International Airport (SEA), John Glenn Columbus International Airport (CMH), and Indianapolis International Airport (IND).

The peer airports reported installing a variety of EV charging infrastructure across their parking offerings and working closely with RACs to facilitate EVs in their operations. RACs are taking various approaches but they share an aggressive EV deployment outlook. More than 20% of the total RAC fleet at ANC could be EVs within the planning period, as depicted in **Figure 4-28**.

Figure 4-28
Present and Forecasted RAC EV Fleet & Percent of RAC EV Fleet at ANC



Source: RS&H Analysis, 2024.

Note: EVSE forecast analysis only extends through 2035 calendar year due to data availability. Therefore, data for PAL 3 is not available for the EVSE requirements.

The analysis results show that upgrades to the Airport's electric infrastructure and potential upgrades to the ANC electrical infrastructure will be needed. This would allow for quicker turn times to get vehicles charged. Power demand and energy use in ANC's ConRAC operations is projected to reach 2.0 MW between PAL 2 and PAL 3, which is greater than a 50% increase over ANC's current use of approximately 3.6 MW.

4.9.6.3 Fire Protection Considerations

National Fire Protection Association (NFPA) sets codes and standards for fire, electrical, and related hazards. The NFPA has determined that EV fires are less common and not inherently more dangerous than Internal Combustion Engine (ICE) vehicle fires. However, the techniques for responding to them are different. The NFPA has updated its codes to increase requirements for fire protection in parking garages considering the growth of EVs. The effect is to require a greater density of sprinkler system coverage. These requirements, as well as additional safety considerations, should be explicitly addressed as part of ANC's design requirements.



January 2026

Ted Stevens Anchorage International Airport Master Plan Update Chapter 5 – Alternatives





Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 5 – Alternatives

FINAL

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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

5.1	Introduction.....	1
5.2	Airside Concepts.....	3
5.2.1	New Runway Capacity Alternative.....	3
5.2.2	North-South Taxiway Concepts.....	6
5.2.3	Terminal Area East-West Taxiway Concept.....	20
5.2.4	South Airpark Taxiway Concepts.....	22
5.2.5	Air Cargo Apron Concepts.....	28
5.2.6	Airfield Flow Optimization Alternatives	50
5.2.7	North Airpark Hold Pad.....	57
5.3	Passenger Terminal Concepts	64
5.3.1	Passenger Terminal Concept 1 – A/B Concourse (PAL 2)	64
5.3.2	Passenger Terminal Concept 2 – B Concourse / North Terminal (PAL 3).....	64
5.3.3	Passenger Terminal Concept 3 – A/B Concourse (PAL 3)	65
5.3.4	Passenger Terminal Concept 4 – B/D Concourse (PAL 3).....	65
5.3.5	Passenger Terminal Concept 5 – D Concourse (PAL 3)	66
5.3.6	Passenger Terminal Concept 6 – North Terminal Gate Reactivation	66
5.3.7	Passenger Terminal Concept 7 – North Terminal (PAL 3).....	67
5.3.8	Passenger Terminal Concept 8 – Ultimate Concept	67
5.3.9	Passenger Terminal Concept Refinement.....	77
5.4	Landside Concepts.....	80
5.4.1	Landside Concept 1.....	80
5.4.2	Landside Concept 2.....	80
5.4.3	Landside Concept Evaluation	81
5.5	Support Facilities.....	84
5.5.1	South Airpark Support Facilities Preliminary Alternative	84
5.5.2	Renovate and Expand Fire & Safety Station 1	86
5.5.3	Relocate ARFF Facility Station 2	86
5.6	Preferred Alternatives.....	88
5.6.1	Airside.....	88
5.6.2	Passenger Terminal	91
5.6.3	Landside.....	104
5.6.4	Support Facilities	106
5.7	Project Phasing Plan and Costs	109

List of Tables

Table 5-1 West Airpark Taxiway K Cargo Apron Primary Evaluation Results.....	44
Table 5-2 Airfield Flow Optimization Alternatives Simulation Results.....	56
Table 5-3 Passenger Terminal Evaluation Results	78
Table 5-4 Preliminary Phasing Plan and Costs.....	112

List of Figures

Figure 5-1 Alternatives Evaluation Process	2
Figure 5-2 Preferred Runway Capacity Alternative	5
Figure 5-3 North-South Taxiway Concept 1	10
Figure 5-4 North-South Taxiway Concept 2	11
Figure 5-5 North-South Taxiway Concept 3	12
Figure 5-6 North-South Taxiway Concept 4	13
Figure 5-7 R7-R11 Parking Concept 1	15
Figure 5-8 R7-R11 Parking Concept 2	16
Figure 5-9 RON Spots R2-R4 Concept	19
Figure 5-10 Preliminary East-West Taxiway Concept	21
Figure 5-11 South Airpark Taxiway Concept 1	25
Figure 5-12 South Airpark Taxiway Concept 2	26
Figure 5-13 South Airpark Taxiway Concept 3	27
Figure 5-14 West Airpark Taxiway Y Cargo Apron Concept 1	30
Figure 5-15 West Airpark Taxiway Y Cargo Apron Concept 2	31
Figure 5-16 West Airpark Taxiway Y Cargo Apron Concept 3	32
Figure 5-17 West Airpark Taxiway K Cargo Apron Concept 1	37
Figure 5-18 West Airpark Taxiway K Cargo Apron Concept 2	38
Figure 5-19 West Airpark Taxiway K Cargo Apron Concept 3	39
Figure 5-20 West Airpark Taxiway K Cargo Apron Concept 4	40
Figure 5-21 West Airpark Taxiway K Cargo Apron Concept 5	41
Figure 5-22 West Airpark Taxiway K Cargo Apron Concept 6	42
Figure 5-23 Preferred Alternative K Cargo Apron	46
Figure 5-24 Cargo Apron Preferred Alternative	49
Figure 5-25 Runway Use Configurations	51
Figure 5-26 Airfield Flow Optimization Alternative 1	53
Figure 5-27 Airfield Flow Optimization Alternative 2	54
Figure 5-28 Airfield Flow Optimization Alternative 3	55
Figure 5-29 North Airpark Hold Pad Concept 1	60
Figure 5-30 North Airpark Hold Pad Concept 2	61
Figure 5-31 North Airpark Hold Pad Concept 3	62
Figure 5-32 North Airpark Hold Pad Concept 4	63
Figure 5-33 Passenger Terminal Concept 1 – A/B Concourse (PAL 2)	69
Figure 5-34 Passenger Terminal Concept 2 – B Concourse / North Terminal (PAL 3)	70
Figure 5-35 Passenger Terminal Concept 3 – A/B Concourse (PAL 3)	71
Figure 5-36 Passenger Terminal Concept 4 – B/D Concourse (PAL 3)	72
Figure 5-37 Passenger Terminal Concept 5 – D Concourse (PAL 3)	73

Figure 5-38 Passenger Terminal Concept 6 – North Terminal Gate Reactivation	74
Figure 5-39 Passenger Terminal Concept 7 – North Terminal (PAL 3)	75
Figure 5-40 Passenger Terminal Concept 8 – Ultimate Concept.....	76
Figure 5-41 Terminal Building Preferred Alternative	79
Figure 5-42 Landside Concept 1	82
Figure 5-43 Landside Concept 2	83
Figure 5-44 South Airpark Support Facilities Preliminary Alternative.....	85
Figure 5-45 West Airpark ARFF Preferred Alternative.....	87
Figure 5-46 Preferred Alternative Overview	89
Figure 5-47 Preferred Airside Alternative	90
Figure 5-48 Preferred Terminal Alternative – Overview	93
Figure 5-49 Preferred Terminal Alternative – A Concourse Expansion Rendering	94
Figure 5-50 Preferred Terminal Alternative – A Concourse Expansion Floorplan	95
Figure 5-51 Preferred Terminal Alternative – B Concourse Expansion Rendering.....	96
Figure 5-52 Preferred Terminal Alternative – B Concourse Expansion Floorplan.....	97
Figure 5-53 Preferred Terminal Alternative – Conceptual Daytime Apron Usage	98
Figure 5-54 Preferred Terminal Alternative – Conceptual Nighttime Apron Usage.....	99
Figure 5-55 Preferred Terminal Alternative – C Concourse Expansion Rendering.....	100
Figure 5-56 Preferred Terminal Alternative – C Concourse Expansion Floorplan	101
Figure 5-57 Preferred Terminal Alternative – North Terminal Expansion Rendering.....	102
Figure 5-58 Preferred Terminal Alternative – North Terminal Expansion Floorplan	103
Figure 5-59 Preferred Landside Alternative	105
Figure 5-60 Preferred Support Facilities Alternative – South Airpark.....	107
Figure 5-61 Preferred Support Facilities Alternative – West Airpark.....	108
Figure 5-62 Preferred Alternative Project Phasing Plan (Future)	110
Figure 5-63 Preferred Alternative Project Phasing Plan (Ultimate).....	111

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo
NADP	Noise Abatement Departure Profiles

NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver
SCS	Sterile Corridor System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

5.1 Introduction

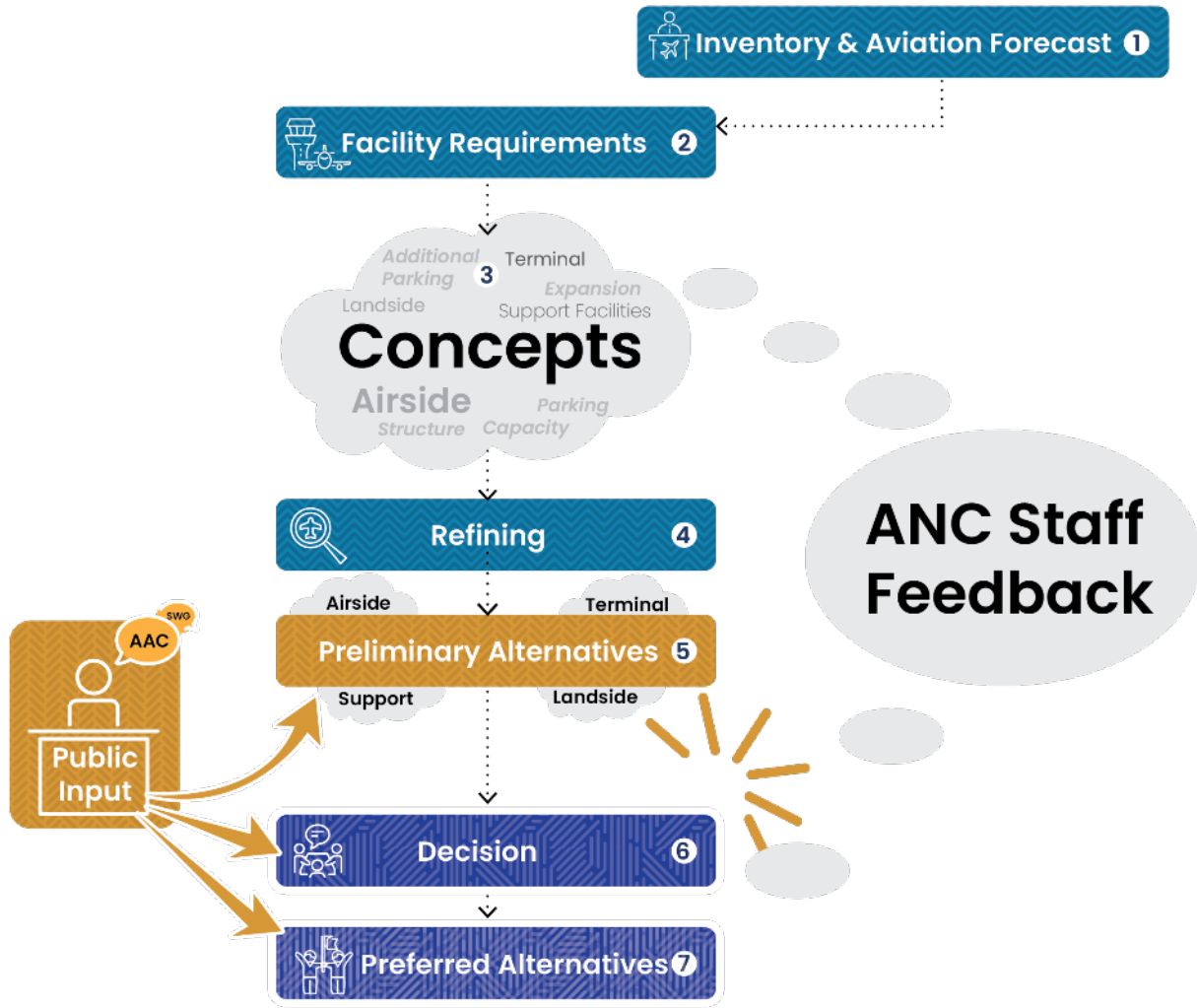
The purpose of this chapter is to identify and evaluate development alternatives for Ted Stevens Anchorage International Airport (also referred to as “Airport” or “ANC” throughout this report) that accommodate forecast aviation demand and satisfy the associated facility requirements identified in **Chapter 4, Facility Requirements**.

Alternatives were developed by grouping key airport facilities into the following four major functional areas:

- Airside
- Passenger Terminal
- Landside
- Support Facilities

The alternatives evaluation process commenced by developing concepts for each functional area using industry resources and recommended methodologies. The Master Plan team conducted workshops with Airport staff to refine these concepts based on their feedback. Subsequently, preliminary alternatives were formulated for each of the four functional areas and presented at public meetings. Following public input and additional feedback from Airport staff, preferred alternatives were recommended for each functional area. This process is outlined in **Figure 5-1**.

Figure 5-1
Alternatives Evaluation Process



Source: RS&H, 2024

5.2 Airside Concepts

The initial airside alternative concepts aim to address challenges within the current airfield infrastructure and ensure operational capacity and capability during peak activity periods. Primary focus areas include runways, taxiways, and air cargo aircraft parking. There is a need for additional capacity for all previously listed focus areas by Planning Activity Level (PAL) 3 due to forecast demand.

FAA design guidance described in FAA AC 150/5300-13B, *Airport Design, Change 1*, has been used to prepare all concepts and alternatives.

5.2.1 New Runway Capacity Alternative

The Airport may require additional runway capacity towards the end of the 20-year planning horizon. This is based on airfield demand / capacity analysis completed as part of the 2013 Alaska International Airport System (AIAS) Planning Study (AIAS Planning Study) and the 2014 ANC Airport Master Plan Update. The results of the analysis completed as part of the 2014 ANC Airport Plan Update was used to identify the Preferred Alternative to construct a new runway at ANC as one option to accommodate forecast demand if and when the operational demand warrants infrastructure changes.

The 2014 ANC Airport Master Plan Update recommended implementing a new runway in the West Airpark parallel to the existing Runway 15-33. Designated land has been preserved for a potential fourth runway at this location since the completion of the 2014 ANC Airport Master Plan Update. Airside concepts were developed to avoid conflict with this preserved area. This potential new runway, Runway 15R-33L, would allow for simultaneous aircraft arrivals and departures of ANC's most demanding aircraft users with a length of 8,000' and width of 200', and adequate centerline separation distance from its parallel runway. The development of a potential new runway at ANC is a demand driven, phased approach.

Phase 1 includes modifying existing infrastructure to meet FAA design standards, aligning with recommendations from the 2014 Master Plan. Infrastructure rehabilitation would be undertaken when existing facilities are in need of rehabilitation to meet current FAA standards. Phase 1 is complete.

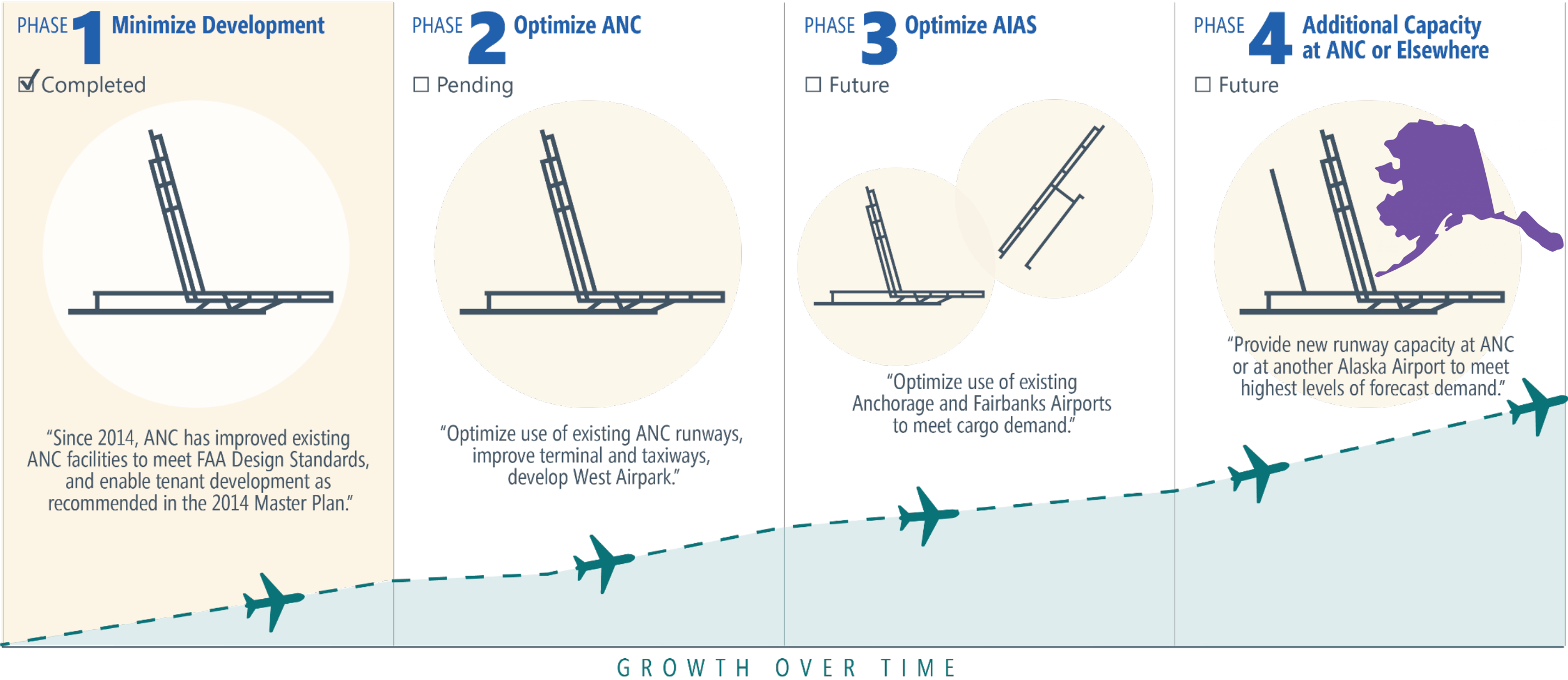
Phase 2 includes maximizing the use of existing three-runway system at ANC. This includes improvements enhance the efficiency of the Airport in the most fiscally responsible manner possible by making better use of existing assets. This Phase is underway as of 2024.

Phase 3 includes optimizing the use of both international airports within the Alaska International Airport System (AIAS). ANC staff would continue coordinating with AIAS staff to identify opportunities to enhance use of Fairbanks International Airport to meet growing cargo demand, in lieu of additional growth at ANC. This may require expansion of Fairbanks International Airport and possible airline incentives. ANC staff is engaged in ongoing efforts to encourage new airlines flying to Alaska to consider operating at Fairbanks International Airport.

Phase 4 includes providing additional runway capacity at ANC or potentially at another Alaskan airport to accommodate demand. Implementation of a new runway at ANC would result in substantial impacts and require significant implementation costs. The long-term justification for a new runway at ANC versus another Alaskan airport would need to be evaluated. If demand continues to grow to the point where additional runway capacity is required, a feasibility study should be undertaken to evaluate opportunities to construct a new runway at another Alaskan airport in lieu of at 4th runway at ANC. However, land should be preserved at ANC in the West Airpark to construct a new runway at a potential future date until additional studies can confirm that a new runway at ANC is not required to accommodate additional aviation demand in Alaska.

The Preferred Runway Capacity Alternative describing the demand-driven, phased approach is depicted in **Figure 5-2**.

Figure 5-2
Preferred Runway Capacity Alternative



Source: RS&H Analysis, 2024

5.2.2 North-South Taxiway Concepts

Current taxi operations face constraints such as limited bi-directional flow and frequent runway crossings. These constraints cause congestion for aircraft taxiing and limit airport capacity. While currently manageable, these challenges are expected to increase in frequency and impact as airfield activity grows.

The terminal area taxiway concepts aim to alleviate congestion by considering the addition of a taxiway parallel to taxiway to enable simultaneous bi-directional flow. Various concepts for a parallel taxiway adjacent to Taxiway R, also known as the North-South Taxiway Concept group, were examined to mitigate conflicts between departing aircraft from Runway 33 and arriving aircraft from Runway 7L. Another concept explored involved a parallel taxiway to Taxiway K, also known as the East-West Taxiway Concept, intended to address challenges posed by aircraft arriving from Runway 7L intersecting traffic from Taxiway G1 and Taxiway E. Additionally, the concepts investigated role and impact the Airport-managed cargo parking positions (also known as remain overnight, or RON, positions) within the terminal area, which contribute significantly to congestion. The potential for realigning or repurposing some of these positions was explored as part of the initiative to reduce the terminal area congestion.

5.2.2.1 North-South Taxiway Concept 1

North-South Taxiway Concept 1 entails the realigning and widening Taxiway V and a new ADG-VI taxiway parallel to Taxiway R. Taxiway V shifts southwards and expands to an ADG-VI taxiway where it intersects with Taxiway E, facilitating additional access for ADG-VI aircraft to the North Terminal apron. This segment also serves as an access point for the new ADG-VI parallel taxiway, positioned 298.5 feet east of Taxiway R, in compliance with the ADG-VI taxiway centerline to parallel taxiway centerline separation standard outlined in FAA Advisory Circular (AC) 150/5300-13B, *Airport Design, Change 1*. The parallel taxiway extends north from the realigned Taxiway V and reconnects with Taxiway R as to not impact the proposed Alaska Cargo & Cold Storage (ACCS) facility leasehold. The tug road is rerouted southwards to align with the new Taxiway V then redirected northwards parallel to the new ADG-VI taxiway. North-South Taxiway Concept 1 is depicted in **Figure 5-3**.

In addition to the Taxiway V and tug road realignment, this concept impacts the current snow disposal sites and the existing RON parking position R14. The realignment of Taxiway V and the proposed parallel taxiway affects approximately 8,700 square feet of snow disposal areas maintained by field maintenance and 7,000 square feet of snow disposal areas maintained by lease tenants. A future snow disposal site of around 29,800 square feet is proposed between Taxiway R and Taxiway G1. This site accommodates the impact on existing sites and provides

additional area necessary for the new taxiways. To ensure the required Taxiway Object Free Area (TOFA) clearance for the realigned Taxilane V is maintained, RON position R14 is eliminated.

Concept 1 proposes a method of expanding capacity for taxiway congestion within the terminal vicinity while minimizing disruptions to current and proposed infrastructure and leaseholds. Realigning and widening of Taxilane V, along with the proposed north-south ADG-VI taxiway, facilitate increased flow to and from the North Terminal area and North Airpark. Future snow disposal needs are met within an existing space situated between the TOFAs of Taxiway M and Taxilane G1, preventing the need for additional airfield closures. However, the proposed ADG-VI parallel taxiway, spanning only from Taxiway V to the future ACCS site, may not provide sufficient capacity to reduce taxiway congestion and resolve the head-to-head conflicts between Taxiway R and Taxiway K.

5.2.2.2 North-South Taxiway Concept 2

Like Concept 1, Concept 2 entails the realignment of Taxilane V and introduces a new ADG-VI taxiway parallel to Taxiway R. Taxilane V undergoes the same realignment, enhancing access for ADG-VI aircraft to the North Terminal apron, while also serving as an entry point for the new ADG-VI parallel taxiway. The tug road is adjusted to match the new taxiway configuration. Concept 2 differs from Concept 1 by extending the parallel taxiway northward from the realigned Taxilane V to connect with Taxiway P, crossing through and impacting the proposed Alaska Cargo & Cold Storage (ACCS) facility leasehold. North-South Taxiway Concept 2 is depicted in **Figure 5-4**.

Concept 2 impacts the same areas seen in Concept 1, including the current snow disposal sites and the existing RON position R14, which necessitates closure. Additionally, Concept 2 introduces an impact of approximately 5.1 acres at the proposed ACCS site due to the ADG-VI parallel taxiway crossing through it. The impact on snow disposal sites maintained by lease tenants is larger in Concept 2 compared to Concept 1, covering approximately 22,800 square feet. To accommodate this increased impact and the extended length of the parallel taxiway, the proposed future snow disposal site between Taxiway R and Taxilane G1 expands to approximately 52,900 square feet.

Concept 2 presents a comparable solution to Concept 1 for alleviating taxiway congestion near the terminal, but with a more extensive ADG-VI parallel taxiway resulting in greater infrastructure requirements and impacts. A full north-south ADG-VI parallel taxiway linking two east-west taxiways, Taxiway V and Taxiway P, enhances access from the terminal area to the North Airpark but adversely affects the proposed ACCS site. Despite necessitating additional space for future snow disposal, accommodation is still achieved between the TOFAs of Taxiway R and Taxilane G1 without further airfield closures.

5.2.2.3 North-South Taxiway Concept 3

Concept 3 follows the same premise as the previous concepts, incorporating an ADG-VI parallel taxiway. It includes the realignment of Taxilane V and the adjustment of the tug road, as seen in Concepts 1 and 2. Corresponding with Concept 2, Concept 3 features the ADG-VI parallel taxiway traversing through the proposed ACCS site and connecting with Taxiway P. In this iteration, the ADG-VI taxiway extends further south before intersecting with Taxiway K. Throughout this extension, the existing east-west Taxiways M and K are retained to ensure continued access to the terminal area. North-South Taxiway Concept 3 is depicted in **Figure 5-5**.

Similar to the impacts observed in previous concepts, Concept 3 also affects the same areas. RON position R14 is eliminated and 5.1 acres of the proposed ACCS site are impacted. Due to the southward extension of the ADG-VI parallel taxiway between the realigned Taxilane V and Taxiway M, Taxilane G1 is removed in this concept. Access to RON positions R13 and R12 is via the new ADG-VI taxiway. The snow disposal site impacts are larger in Concept 3 due to the southward extension of the new ADG-VI parallel taxiway. An additional 167,000 square feet of snow disposal sites maintained by field maintenance and 52,600 square feet of temporary snow storage are impacted in this concept. To mitigate these impacts and accommodate the need for additional snow disposal required by the new taxiways, three future snow disposal sites are proposed. These sites include approximately 123,600 square feet near the existing Taxilane V, 38,900 square feet at RON position R14, and 70,000 square feet at the existing Taxiway G segment between Taxiway K and Taxiway E. Closure of Taxiway G is necessary to accommodate this new snow disposal site.

Concept 3 presents the most extensive solution to mitigate taxiway congestion around the terminal area. Proposing a full-length ADG-VI parallel taxiway between Taxiway K and Taxiway P provides improvements in bidirectional taxiway flow throughout the entire terminal vicinity. Aircraft can taxi both southward for departures on Runway 33 and northward toward the North Airpark simultaneously. However, the considerable area allocated for this new taxiway results in consequential impacts, including the impact on the proposed ACCS site and heightened requirements for future snow disposal.

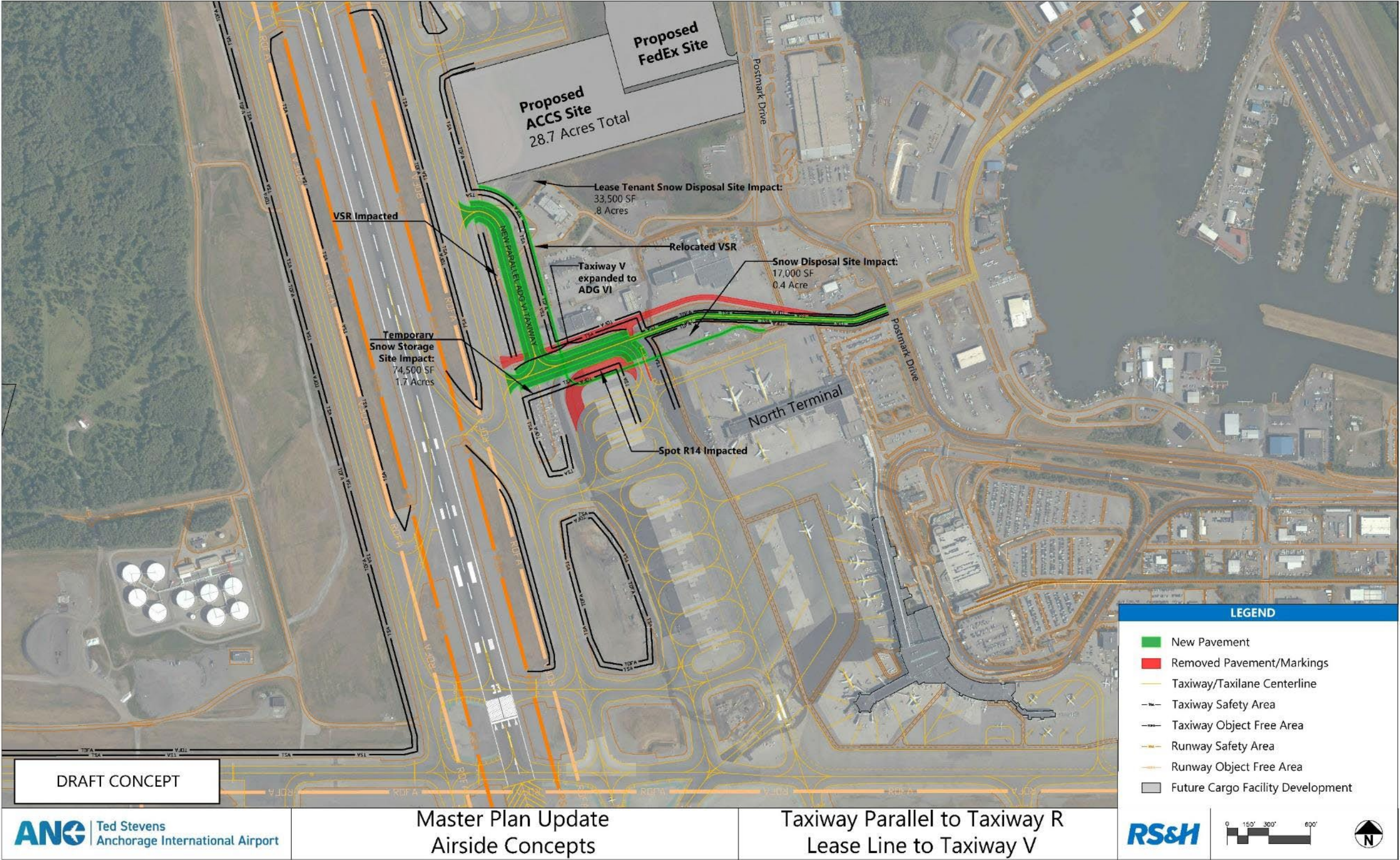
5.2.2.4 North-South Taxiway Concept 4

Concept 4 follows the same realignment of Taxilane V observed in previous concepts and combines elements from Concept 1 and Concept 3 for the proposed ADG-VI parallel taxiway. Correlating with Concept 1, the northern section of the ADG-VI taxiway in this concept reconnects with Taxiway R before crossing the proposed ACCS facility. As was what is depicted in Concept 3, this concept suggests the full southward extension of the ADG-VI taxiway to Taxiway K, while retaining the east-west crossing Taxiway M and Taxiway K. North-South Taxiway Concept 4 is depicted in **Figure 5-6**.

The impacts in Concept 4 necessitate the realignment of Taxiway V and the closure of RON spot R14, consistent with previous concepts. Taxiway G1 is removed to accommodate the southward extension of the new ADG-VI parallel taxiway. While the snow disposal site impact in this concept is less than in Concept 3, it remains larger than in the first two concepts. Concept 4 proposes the future snow disposal site from Concept 3, containing approximately 123,600 square feet, near the existing alignment of Taxiway V. However, it does not advocate for the closure of Taxiway G to allow for future snow disposal. Instead, it suggests closing RON spot R13 in addition to R14. This closure of the two parking positions will provide 87,000 square feet of additional future snow disposal area, which is adequate to accommodate the impacts to existing sites and future requirements.

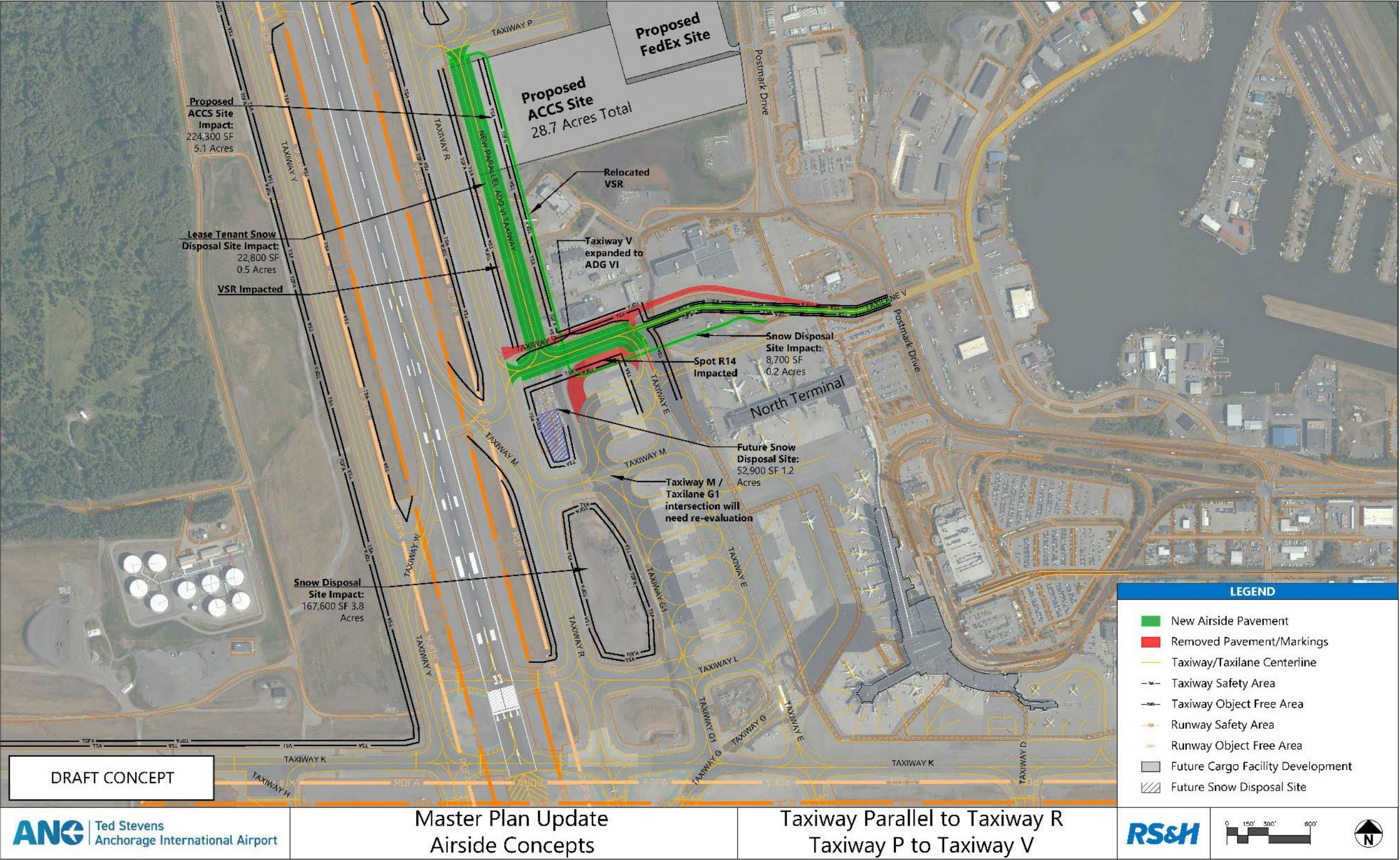
Concept 4 adopts a dynamic approach to addressing taxiway congestion by integrating elements from previous concepts. Proposing an ADG-VI parallel taxiway spanning the entire terminal area while avoiding impact on the proposed ACCS site, this alternative has a balanced enhancement in aircraft flow between the terminal area and the North Airpark. Future snow disposal are accommodated in this concept without necessitating the closure of existing taxiways.

Figure 5-3
North-South Taxiway Concept 1



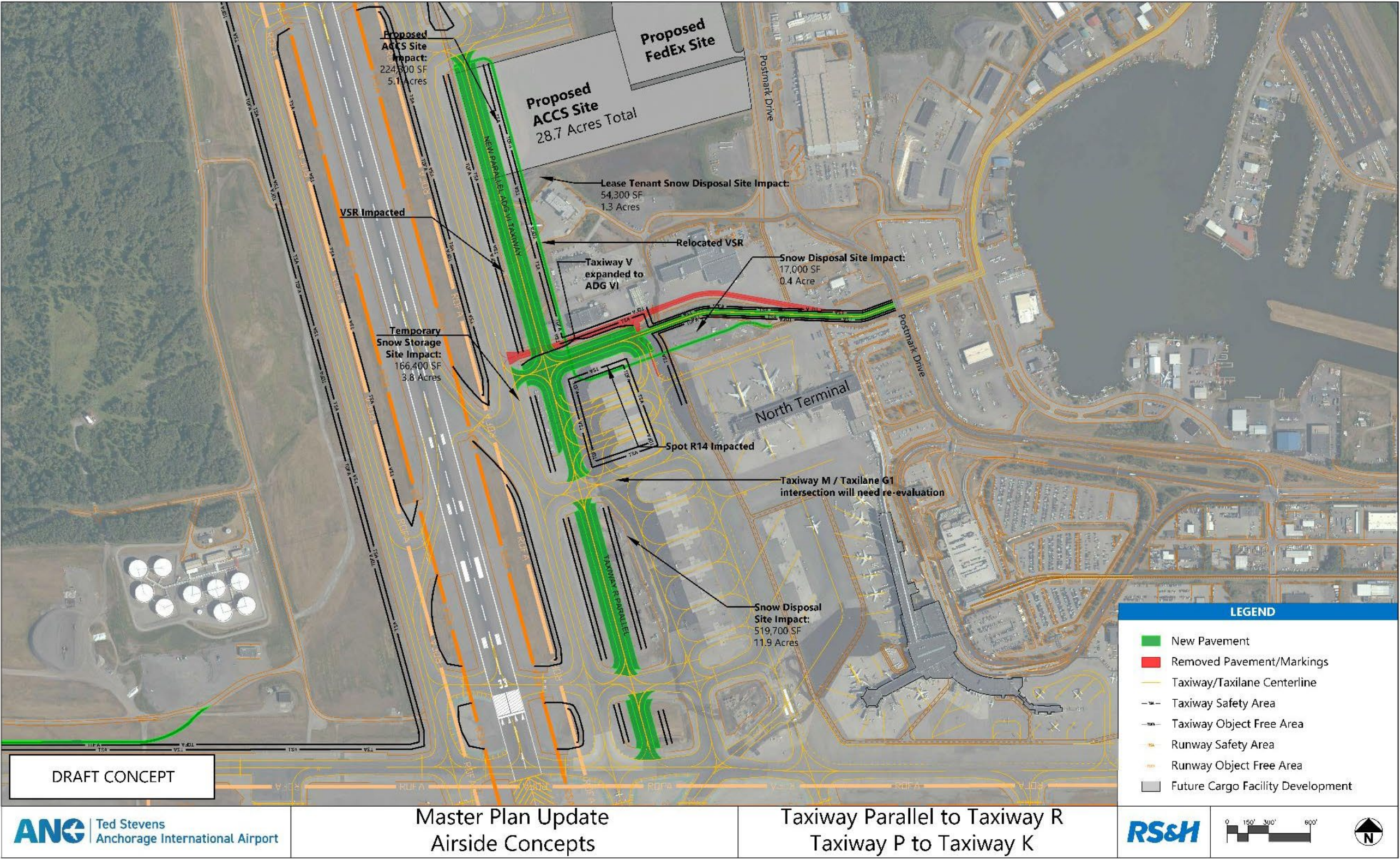
Source: RS&H, 2024

Figure 5-4
North-South Taxiway Concept 2



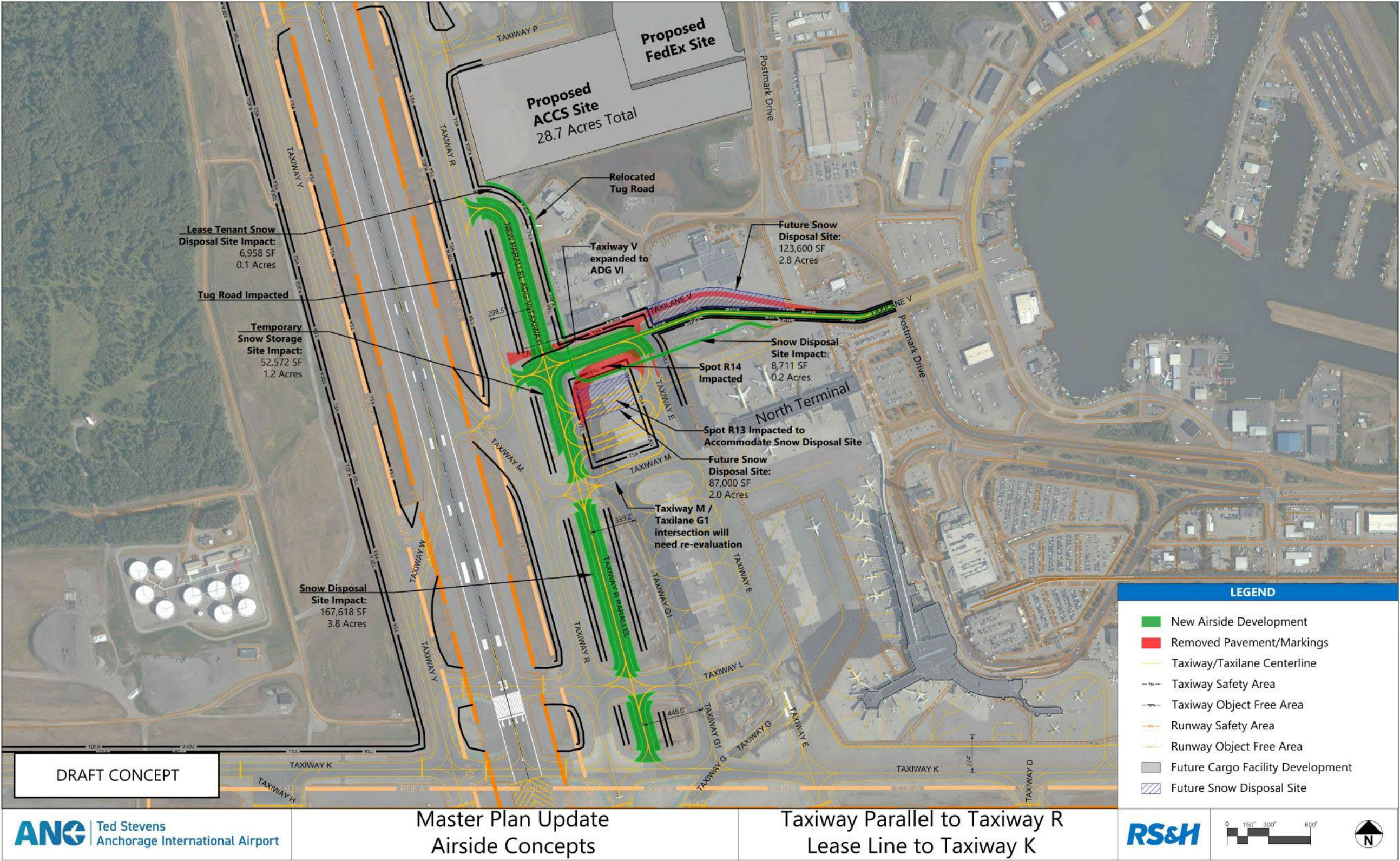
Source: RS&H, 2024

Figure 5-5
North-South Taxiway Concept 3



Source: RS&H, 2024

Figure 5-6
North-South Taxiway Concept 4



Source: RS&H, 2024

5.2.2.5 Terminal Area Parking Concepts

Concepts were evaluated to meet the anticipated need for future snow disposal sites with the North-South taxiway concepts that impact snow disposal sites south of M. Parking position R13 and R14 have already been identified for closure to accommodate extra snow disposal sites as a result of the proposed introduction of the new N-S taxiway. This section's analysis explores the optimal locations for these new sites and assesses the potential realignment of existing parking positions to enhance snow disposal capabilities. The realignment of these existing parking positions is depicted only as a proof of concept, and are only relevant in North-South Taxiway Concept 3 and North-South Taxiway Concept 4. It is not recommended that these concepts be implemented if neither of the prior concepts are implemented.

R7-R11 Parking Concept 1

Concept 1 for the realignment of R7-R11 parking positions is developed in conjunction with the proposed parallel taxiways outlined in North-South Taxiway Concept 3 and 4. The objective of Concept 1 is to expand the snow disposal area effectively to accommodate the new parallel taxiway. R7-R11 Parking Concept 1 is depicted in **Figure 5-7**.

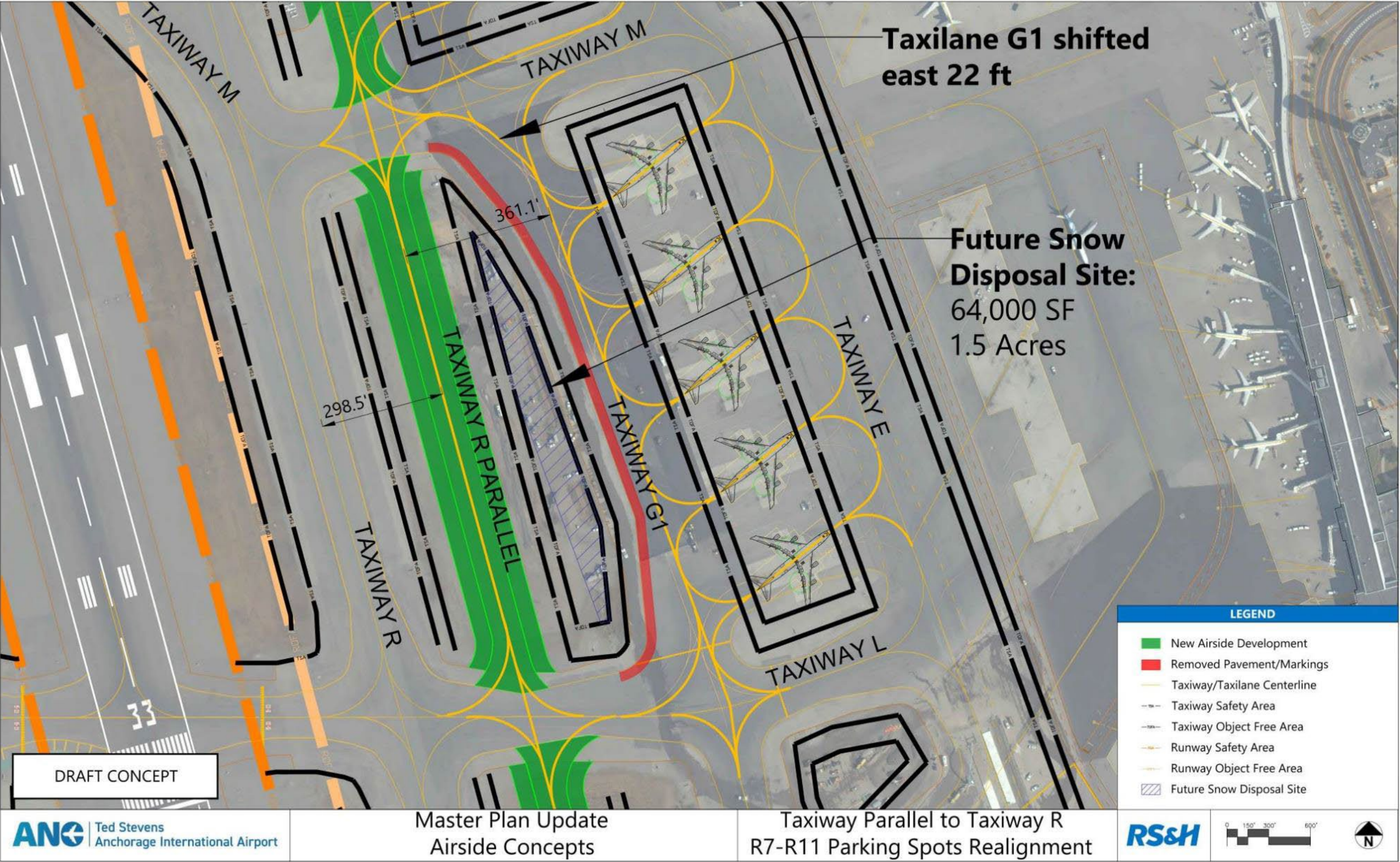
This concept suggests a 22-foot eastward shift of Taxilane G1, thereby expanding the snow disposal area beyond the Taxilane G1 TOFA to the west, providing an additional 64,000 square feet. Concurrently, parking positions R7-R11 are repositioned to ensure clearance of the adjusted Taxilane G1 TOFA to the east. The realignment of RON spots R7-R11 does not mandate the closure of any existing spots, and all five spots remain operational.

R7-R11 Parking Concept 2

Concept 2 for the realignment of parking positions R7-R11 is also developed in conjunction with North-South Taxiway Concepts 3 and 4. The objective remains consistent with Concept 1, and will the snow disposal area effectively to accommodate the new parallel taxiway. R7-R11 Parking Concept 2 is depicted in **Figure 5-8**.

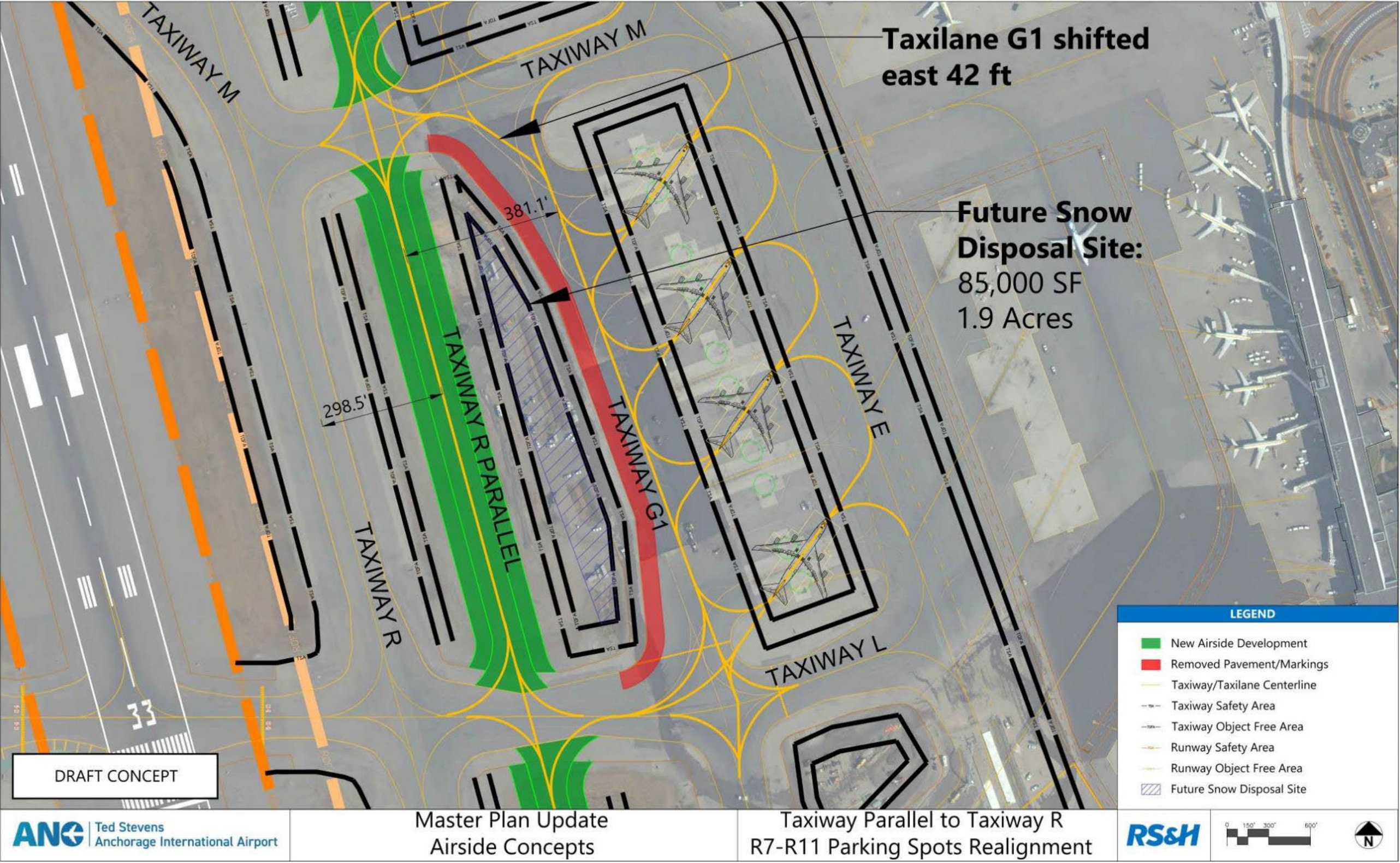
Concept 2 proposes a more extensive shift of Taxilane G1, moving it eastward by 42 feet. This adjustment results in a larger snow disposal area beyond Taxilane G1 TOFA to the west, spanning 85,000 square feet. In conjunction with this shift, RON spots R7-R11 are realigned and reduced from five to four spots to maintain clearance of the adjusted Taxilane G1 TOFA to the east. Although this option requires the closure of an existing parking position, it allows for a greater snow disposal area compared to Concept 1.

Figure 5-7
R7-R11 Parking Concept 1



Source: RS&H, 2024

Figure 5-8
R7-R11 Parking Concept 2



Source: RS&H, 2024

5.2.2.6 North-South Taxiway Concept Refinement

The potential impact to existing leaseholds was used as the primary evaluation criteria to identify if concepts were retained for further refinement. An impact on an existing leasehold would introduce more complexity to the proposed development and may impact tenant operations, so concepts impacting existing leaseholds are not viable.

Only two of the concepts did not interfere with existing leaseholds. North-South Taxiway Concept 1 and North-South Taxiway Concept 4 do not impact the ACCS leasehold, as they propose the new taxiway segment reconnecting with Taxiway R prior to the ACCS leasehold boundary. North-South Taxiway Concept 4 resembles an evolution of North-South Taxiway Concept 1; however, North-South Taxiway Concept 4 does not widen any portion of Taxiway V to ADG-VI and the taxiway concept extends to Taxiway K to the south, providing a circulation advantage for aircraft than the shorter North-South Taxiway Concept 1.

North-South Taxiway Concept 4 was retained for further consideration as an alternative with the two criteria satisfied.

5.2.2.7 North-South Taxiway Preliminary Alternative

The development of the North-South Preliminary Taxiway Alternative is guided by the proposed parallel taxiway outlined in previous concepts, while aiming to minimize impacts on existing facilities and the airfield. Unlike prior concepts, it maintains the current alignment of Taxiway V as an ADG-I taxiway and does not convert any portion to ADG-VI. Consistent with North-South Taxiway Concept 4, this alternative proposes ADG-VI parallel taxiway extending from Taxiway K to the planned ACCS site which avoids impact to the ACCS leasehold. The Preliminary North-South Taxiway Alternative is depicted in **Figure 5-9**.

It was concluded that closing spots R13-R15 to accommodate a future snow disposal site would result in the least disruption to the existing airfield compared to alternative measures, such as realigning RON spots R7-R11 and shifting Taxiway G1. This alternative also addresses a head-to-head conflict area by recommending the closure of the Taxiway G segment between Taxiway K and Taxiway E, thereby enhancing airfield safety and operational efficiency.

5.2.2.8 North-South Taxiway Preferred Alternative

Ultimately, the alternative was not recommended for implementation in this Master Plan due to the cost, airfield impact, and marginal gains in simulated airfield congestion. Additional detail of the airfield simulation results is included in [Section 5.2.6](#).

5.2.2.9 Passenger RON Concept

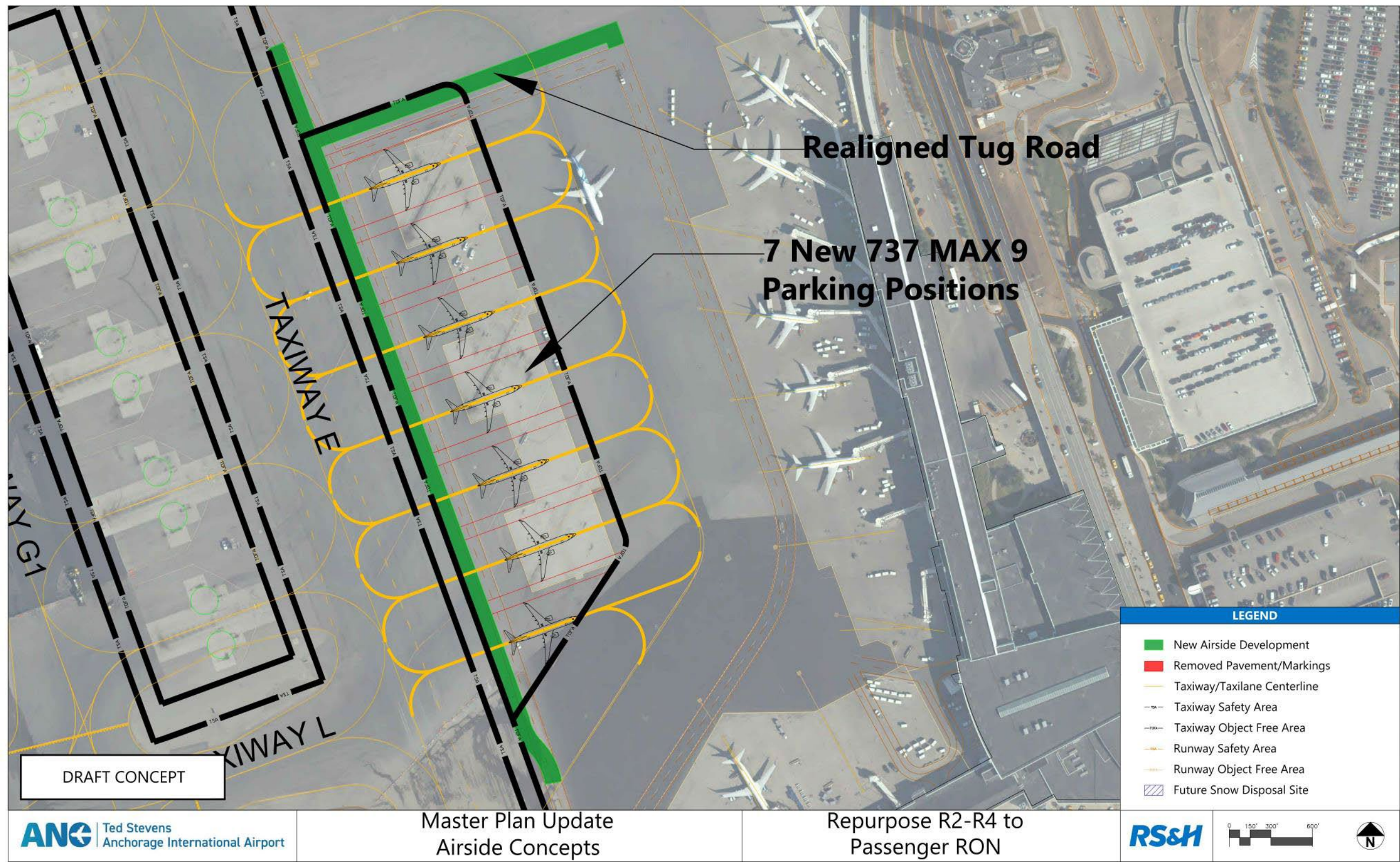
More RON parking for passenger aircraft is desired at ANC as passenger operations grow in frequency. As cargo parking positions are relocated away from the terminal area, the newly available space can be used for passenger aircraft RON positions to enhance operational efficiency for air carriers and the Airport. This concept is not intended to reduce the amount of cargo parking positions, and would only be implemented once the cargo parking capacity of the space these air carrier positions would occupy has been satisfied elsewhere at the Airport.

R2-R4 RON Parking Concept

The R2-R4 Parking Concept focuses on converting the terminal area parking positions R2-R4 into passenger parking positions. This repurposing involves changing the design aircraft classification of the positions from ADG-V to ADG-III. The objective is to maximize the number of ADG-III parking positions outside the Taxiway E TOFA. Larger ADG-V aircraft will be accommodated elsewhere on the Airport to accommodate these changes. The R2-R4 Parking Concept is depicted in **Figure 5-9**.

This concept introduces seven new RON positions designed for Boeing 737 MAX 9 aircraft. The lead-in lines originating from Taxiway E are adjusted to align with the layout of these new positions and the current tug road is realigned to run along the edge of the Taxiway E TOFA. The existing fuel pits for the current parking positions would become inactive in this concept as a result of these new positions. Fueling for aircraft parked at these new positions would need to be facilitated by alternative methods, or alternatively, the fuel pits require relocation to accommodate the new layout.

Figure 5-9
RON Spots R2-R4 Concept



Source: RS&H, 2024

5.2.3 Terminal Area East-West Taxiway Concept

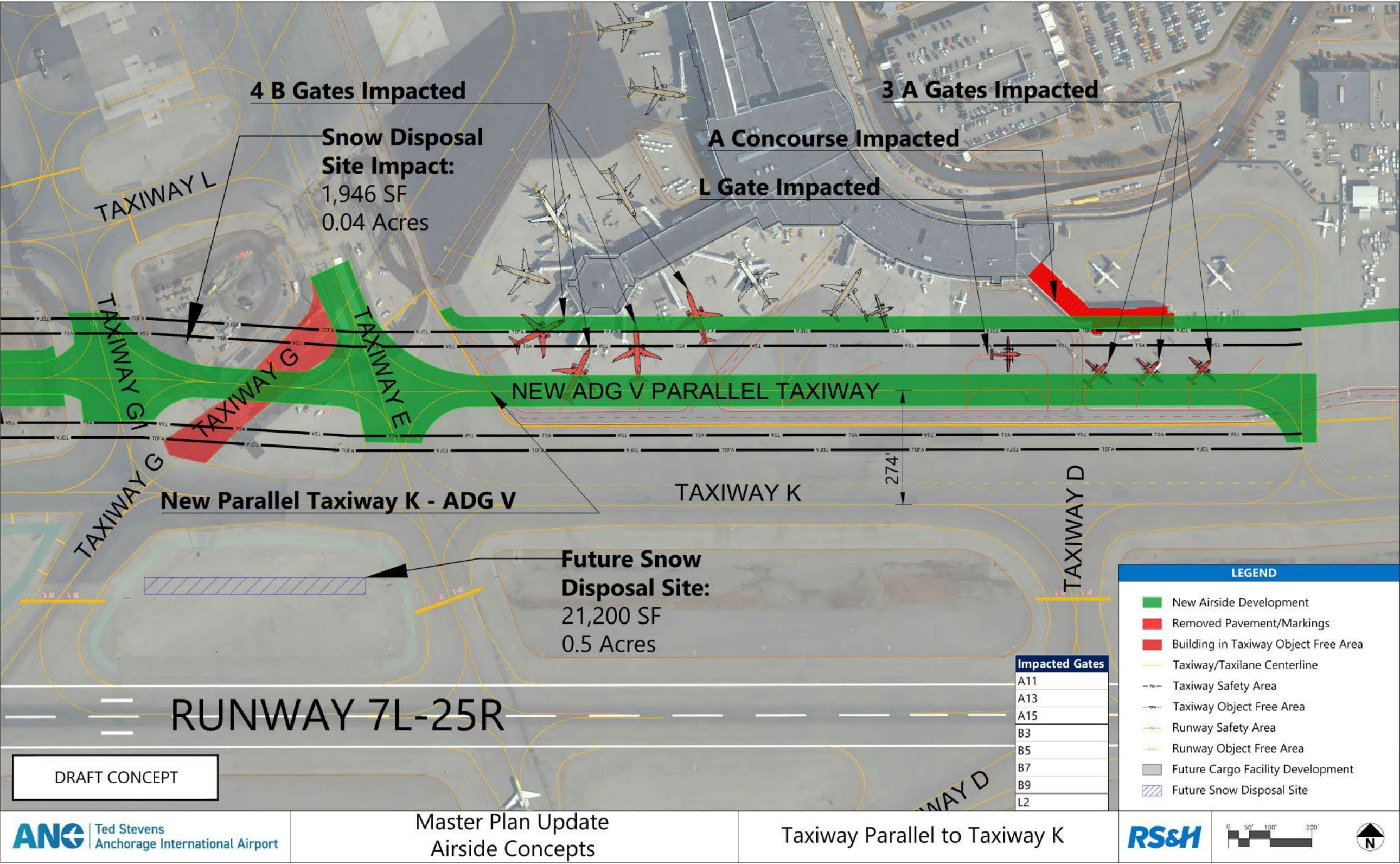
The Preliminary East-West Taxiway Concept focuses on resolving the head-to-head aircraft taxiing traffic between Taxiway K and Taxiway G1/Taxiway E by providing an east-west ADG-V taxiway parallel to Taxiway K. This new parallel taxiway is proposed 275 feet north of Taxiway K, adhering to the ADG-V taxiway centerline to parallel taxiway centerline separation standard outlined in FAA AC 150/5300-13B *Airport Design, Change 1*. The portion of Taxiway G between Taxiway K and Taxiway E would be removed in this scenario to limit the number of taxiway intersections in this area.

This concept requires the realignment of a portion of the existing tug road around the terminal gates. The road would be shifted north by 142.5 feet from the proposed ADG-V taxiway centerline, complying with the FAA ADG-V taxiway centerline object separation standard. The Preliminary East-West Taxiway Concept is depicted in **Figure 5-10**.

The primary impacts in this preliminary concept are concentrated at the South Terminal. Four narrow-body boarding bridge gates in B Concourse, both ground board L Gates, and all eight ground board A Gates in the A Concourse would be required to be closed. The A Concourse in its entirety would also be required to be demolished. Approximately 2,000 square feet of snow disposal sites maintained by ANC Field Maintenance would be impacted by the new ADG-V parallel taxiway. A future snow disposal site of approximately 21,200 square feet is proposed between Runway 7L-25R and Taxiway K to mitigate this impact and address the need for additional snow storage resulting from the new ADG-V taxiway.

The Preliminary East-West Taxiway Concept significantly impacts the South Terminal. This concept requires substantial terminal reconfiguration, as it requires the demolition of a portion of the A Concourse and multiple gates.. Future snow disposal requirements are accommodated in this concept without closing existing areas of the airfield. This concept was not evaluated for further feasibility due to these impacts.

Figure 5-10
Preliminary East-West Taxiway Concept



Source: RS&H, 2024

5.2.4 South Airpark Taxiway Concepts

The South Airpark also faces challenges relating to bi-directional taxiing and frequent runway crossings.

The South Airpark Taxiway Concepts focus on resolving head-to-head conflicts between westbound aircraft on Taxiway Z and aircraft exiting the runway from Runway 7R. To achieve this, the concepts explore for the construction of a parallel taxiway adjacent to Taxiway Z. This new taxiway would specifically cater to general aviation (GA) aircraft, offering them a dedicated route to access the South Airpark apron without conflicting with aircraft exiting Runway 7R. These concepts also provide enhanced access to the future NorthLink site adjacent to the South Airpark apron.

5.2.4.1 Taxiway C

Taxiway C is located in the middle third of both parallel runways. FAA design standards suggest to avoid taxiways providing access to these portions of the runway due to them being high energy intersections. The portion of Taxiway C that is in between the parallel runways is also oriented at a non-standard angle. The new taxiway that intersects the Runway 25L threshold would also intersect the Runway 7L-25R middle third.

It is recommended is to defer the decision on which taxiway system appropriate, therefore Taxiway C and the new taxiway are both depicted to illustrate the flexibility for one or the other. The analysis recommends that the Airport continue to coordinate with FAA on the most appropriate disposition on the taxiways in this area. The analysis recommends the Airport convene a Safety Risk Management (SRM) Panel to evaluate the implications of both. This SRM would be a process separate to this report which will incorporate formalized safety risk management for planning, approval, and development of this nuanced scenario.

5.2.4.2 South Airpark Taxiway Concept 1

Concept 1 proposes the construction of a new ADG-III parallel taxiway and accompanying tug road south of Taxiway Z. The ADG-III parallel taxiway extends from the northeast end of the NorthLink site to Taxiway F, incorporating two entrance taxiways from Taxiway Z. The west entrance provides access to the NorthLink site and the north-south section of Taxiway Z, while the east entrance facilitates access to and from Taxiway F. The tug road is proposed to run along the edge of the Taxiway Z TOFA and proposed parallel taxiway TOFA. South Airpark Taxiway Concept 1 is depicted in **Figure 5-11**.

The introduction of the ADG-III parallel taxiway and tug road impacts approximately 1.1 acres of the South Airpark apron west of Taxiway F and necessitates the demolition of a building to accommodate the tug road's alignment outside the TOFA. Approximately 0.7 acres of the apron east of Taxiway F is affected by the tug road. The new taxiway and tug road require additional area designated for future snow disposal. To accommodate this, a future snow disposal site of approximately 5,250 square feet is proposed.

Concept 1 allows GA aircraft to taxi onto Taxiway Z from the South Airpark apron without impeding aircraft exiting Runway 7R, while also improving access to the NorthLink Site. This concept minimally impacts existing facilities and future snow disposal requirements, but it only partially resolves the head-to-head conflict issue, as aircraft on aprons further east still need to taxi east on Taxiway Z.

5.2.4.3 South Airpark Taxiway Concept 2

Concept 2 resembles the layout of Concept 1, but with a further eastward extension of the ADG-III parallel taxiway beyond Taxiway F. The extension spans eastward from Taxiway F, crossing through the South Airpark fuel depot before reconnecting with Taxiway Z prior to the Aircraft Rescue and Firefighting (ARFF) Facility. This concept proposes the demolition of the existing entrance to Taxiway F from Taxiway Z. Access to Taxiway F would be via the east and west entrances of the new parallel taxiway. The tug road in this concept runs along the edge of the TOFA of the parallel taxiway before looping around the ARFF Facility and proceeding eastward along the edge of the Taxiway Z TOFA. South Airpark Taxiway Concept 2 is depicted in **Figure 5-12**.

Concept 2 shares the same impacts as Concept 1, with the added impact of the South Airpark fuel depot due to the further extension of the ADG-III parallel taxiway. Both the taxiway and tug road intersect the fuel depot area, necessitating its relocation. The increased length of the parallel taxiway also requires additional space for snow disposal, but can still be accommodated within the same area as proposed in Concept 1.

In this concept, GA aircraft taxiing east on Taxiway Z can merge onto the new ADG-III parallel taxiway before reaching the Runway 7R high-speed exit. Closing the entrance to Taxiway F from Taxiway Z and redirecting traffic flow through the new taxiway addresses direct apron-to-runway access issues between the high-speed exit and Taxiway F. Disadvantages of Concept 2 include impacts on the South Airpark fuel depot and the necessity for the tug road to detour around an existing building.

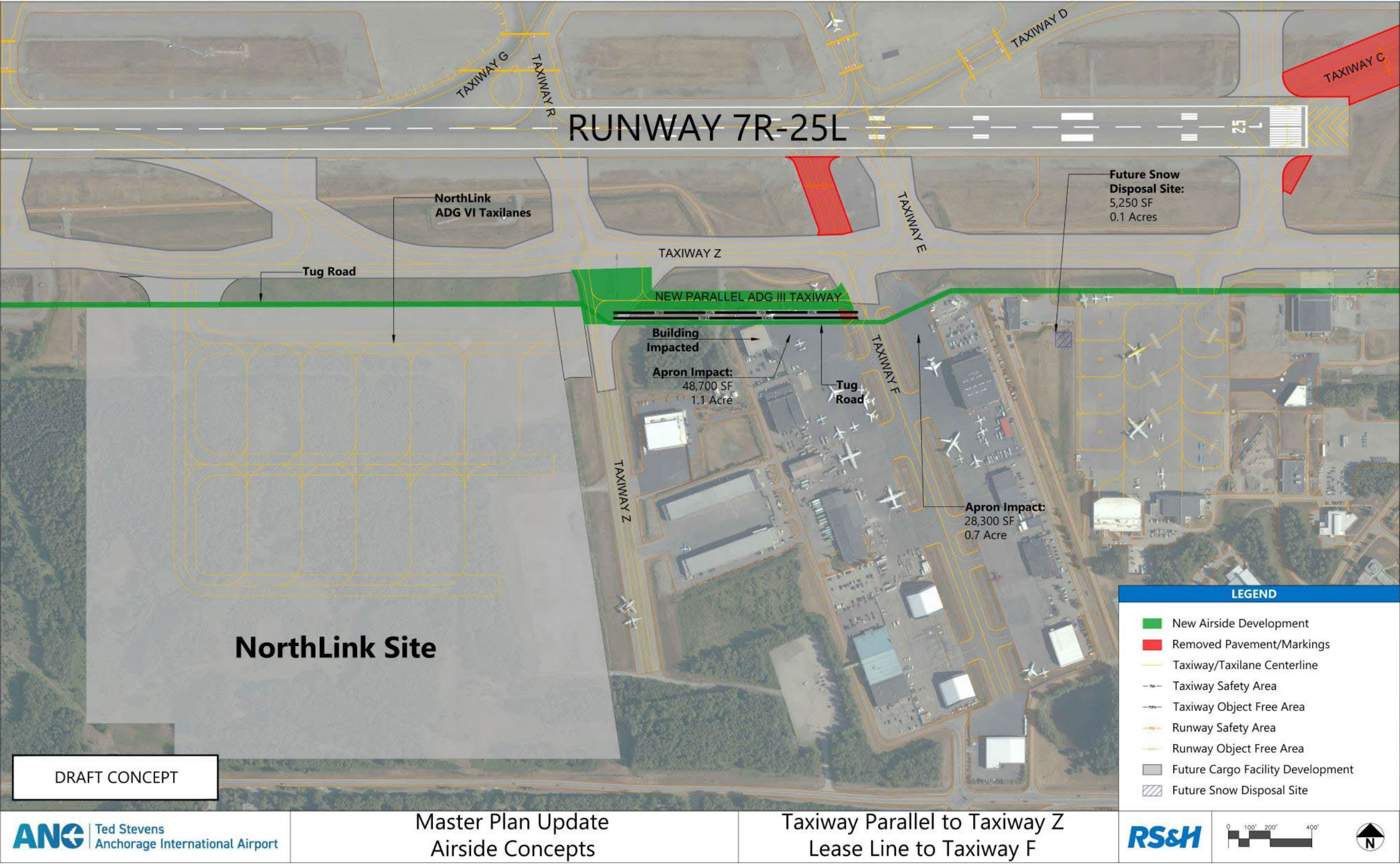
5.2.4.4 *South Airpark Taxiway Concept 3*

Concept 3 builds upon Concept 2 by proposing the largest extension of the ADG-III parallel taxiway towards the east. In this configuration, the parallel taxiway spans from the NorthLink Site to Taxiway F, then continues eastward before reconnecting with Taxiway Z near the Runway 25L threshold. Unlike Concept 2, the existing entrance to Taxiway F from Taxiway Z would remain open. The tug road in this concept would maintain a parallel alignment with the entire length of the proposed taxiway's TOFA and continue along the same path after the taxiway terminates. South Airpark Taxiway Concept 3 is depicted in **Figure 5-13**.

Like the previous concepts, Concept 3 entails the same apron and building impacts. The extension of the ADG-III parallel taxiway in this concept impacts the existing ARFF Facility and approximately 2.1 acres of the east apron near the Runway 25L threshold. The parallel alignment of the tug road impacts an additional building near the runway threshold. Concept 3 necessitates the most space for future snow disposal, it can still be accommodated within the same designated area as the previous concepts without affecting existing facilities.

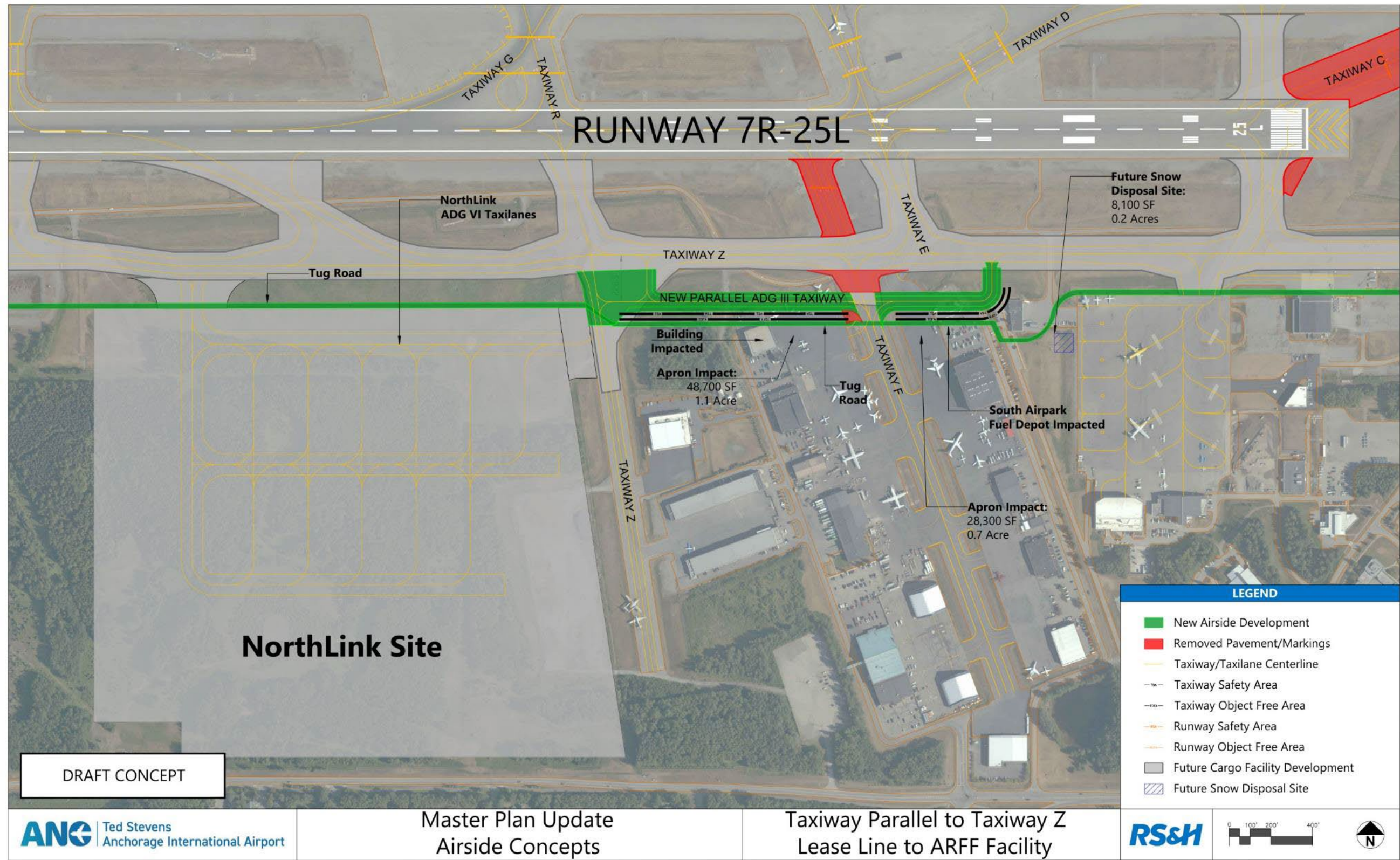
Concept 3 aims to mitigate head-to-head conflicts on Taxiway Z by providing a parallel ADG-III taxiway spanning the entire length of the existing South Airpark aprons and the future NorthLink Site. GA aircraft could access and depart from the aprons via this proposed ADG-III parallel taxiway, bypassing the conflict area near the high-speed exit of Runway 7R. Concept 3 also brings about the most significant impacts among the concepts considered.

Figure 5-11
South Airpark Taxiway Concept 1



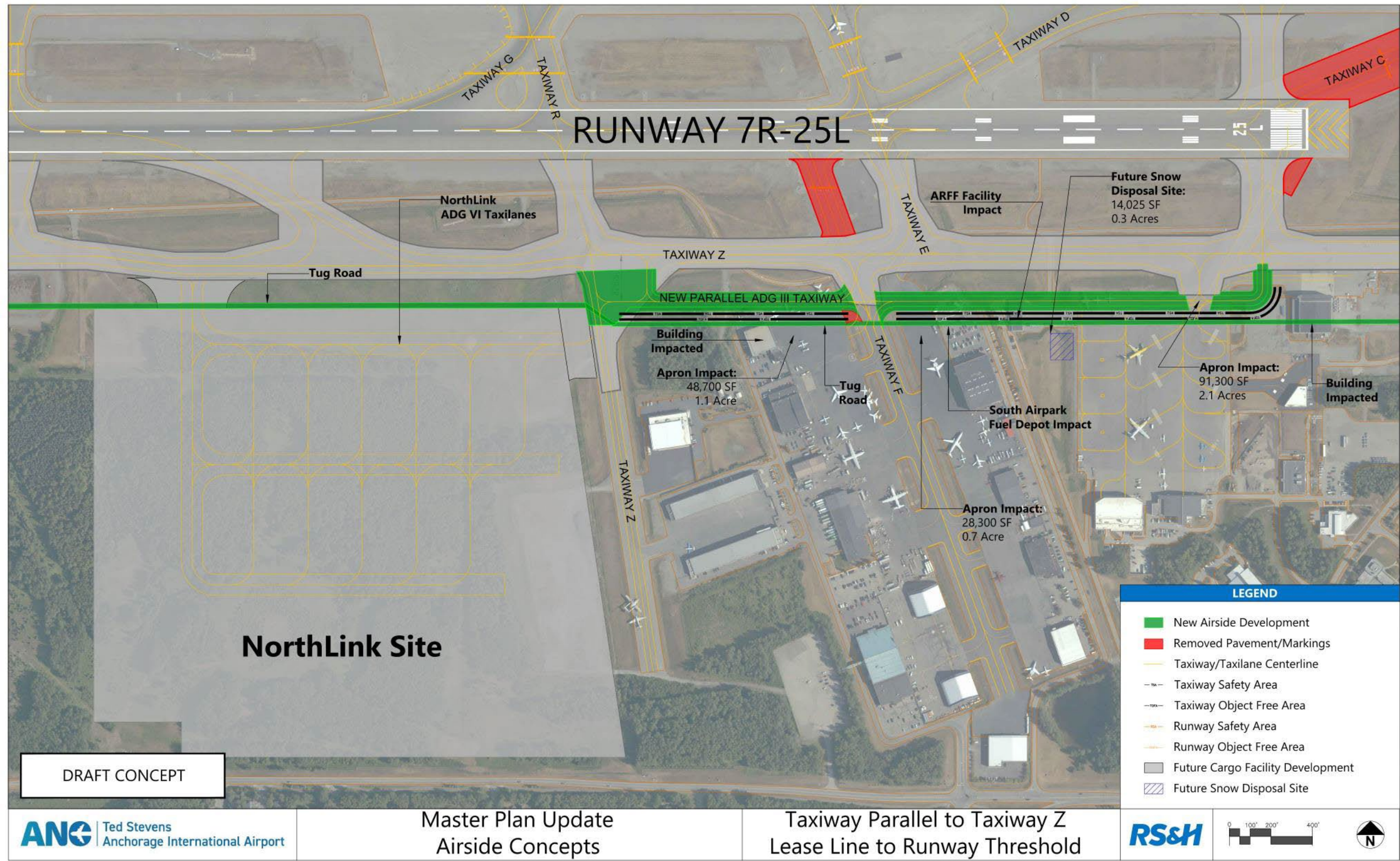
Source: RS&H, 2024

Figure 5-12
South Airpark Taxiway Concept 2



Source: RS&H, 2024

Figure 5-13
South Airpark Taxiway Concept 3



Source: RS&H, 2024

5.2.4.5 South Airpark Taxiway Alternative Refinement

The potential impact to existing leaseholds was used as the primary evaluation criteria to identify if concepts were retained for further refinement. An impact on an existing leasehold would introduce more complexity to the proposed development and may impact tenant operations, so concepts impacting existing leaseholds are not viable. All South Airpark Taxiway Concepts impact existing leaseholds. The leasehold and building for Security Aviation is impacted by all South Airpark Taxiway Concepts, and further leaseholds and property such as the ANC Fire and Safety Station 2 and fuel farm are impacted in these concepts. With these impacts, no concept for the South Airpark Taxiway is further pursued for implementation.

5.2.5 Air Cargo Apron Concepts

Chapter 4, Facility Requirements has identified a substantial increase in the demand for cargo apron and parking facilities, highlighting a deficit in the current Airport-managed parking capacity. This section assesses potential strategies for enhancing current air cargo operations and allocating space to accommodate the projected future demands for cargo apron and parking facilities. The focus area of these concepts is the West Airpark, with the two prospective sites for the concepts being north of Taxiway K near the Runway 7R threshold and the undeveloped area west of Taxiway Y and between the wastewater treatment facility and West End Road. These concepts are geared towards rectifying deficiencies in cargo parking capacity by replacing existing airport-owned "P" parking spots in the North Airpark and existing airport-owned "R" parking spots in the terminal area. The concepts aim to ensure adequate space allocation to meet the future cargo apron and parking requirements.

5.2.5.1 West Airpark Taxiway Y Cargo Apron Concepts

The West Airpark Taxiway Y Cargo Apron Concepts focus on the area west of Taxiway Y in the West Airpark. The concepts explore options for accommodating ADG-VI parking positions in this area, through various configurations and arrangements of aircraft.

Leasehold impact was also a consideration for design criteria, and no concept or alternative extends beyond the Airport property boundary. Below are examples of other criteria that guided alternative evaluation, as well as those outlined in the Goals and Objectives Chapter:

- Efficiency – Is the space optimized well for the volume of aircraft and circulation?
- Impacts on surrounding property - Are the land, facilities, and infrastructure in the area surrounding development impacted?

West Airpark Taxiway Y Cargo Apron Concept 1

The West Airpark Taxiway Y Cargo Apron Concept 1 proposes the construction of a new apron west of Taxiway Y spanning 75 acres. This apron accommodates 15 air cargo tech stop parking

positions. The alternative includes provisions for future development, including an office/pilot services building to the north of the apron and a cargo facility to the south. The airport tug road is proposed to run along the edge of the Taxiway Y TOFA. A 5.5-acre snow disposal site is proposed between the apron and new cargo facility to address future snow disposal requirements. The West Airpark Taxiway Y Cargo Apron Preliminary Alternative is depicted in **Figure 5-14**.

This alternative impacts existing infrastructure within the proposed apron area. Point Woronzof Road, the Remote Transmitter/Receiver (RTR) NAVAID, and Airport Surface Surveillance Capability (ASSC) Tower are currently situated in the footprint of the proposed alternative. Point Woronzof Road would be realigned to the west of the apron, future office/pilot services building, and designated snow disposal site. Both the RTR and ASSC Tower also require relocation.

West Airpark Taxiway Y Cargo Apron Concept 2

The West Airpark Taxiway Y Cargo Apron Concept 2 proposes a new apron to the west of Taxiway Y, smaller in area and in number of parking positions than the previous alternative proposes. This apron accommodates eight air cargo tech stop parking positions. This alternative includes provisions for future development, including ample space for office/pilot services buildings and cargo facilities. The airport tug road is proposed to run along the edge of the Taxiway Y TOFA. The West Airpark Taxiway Y Cargo Apron Concept 2 is depicted in **Figure 5-15**.

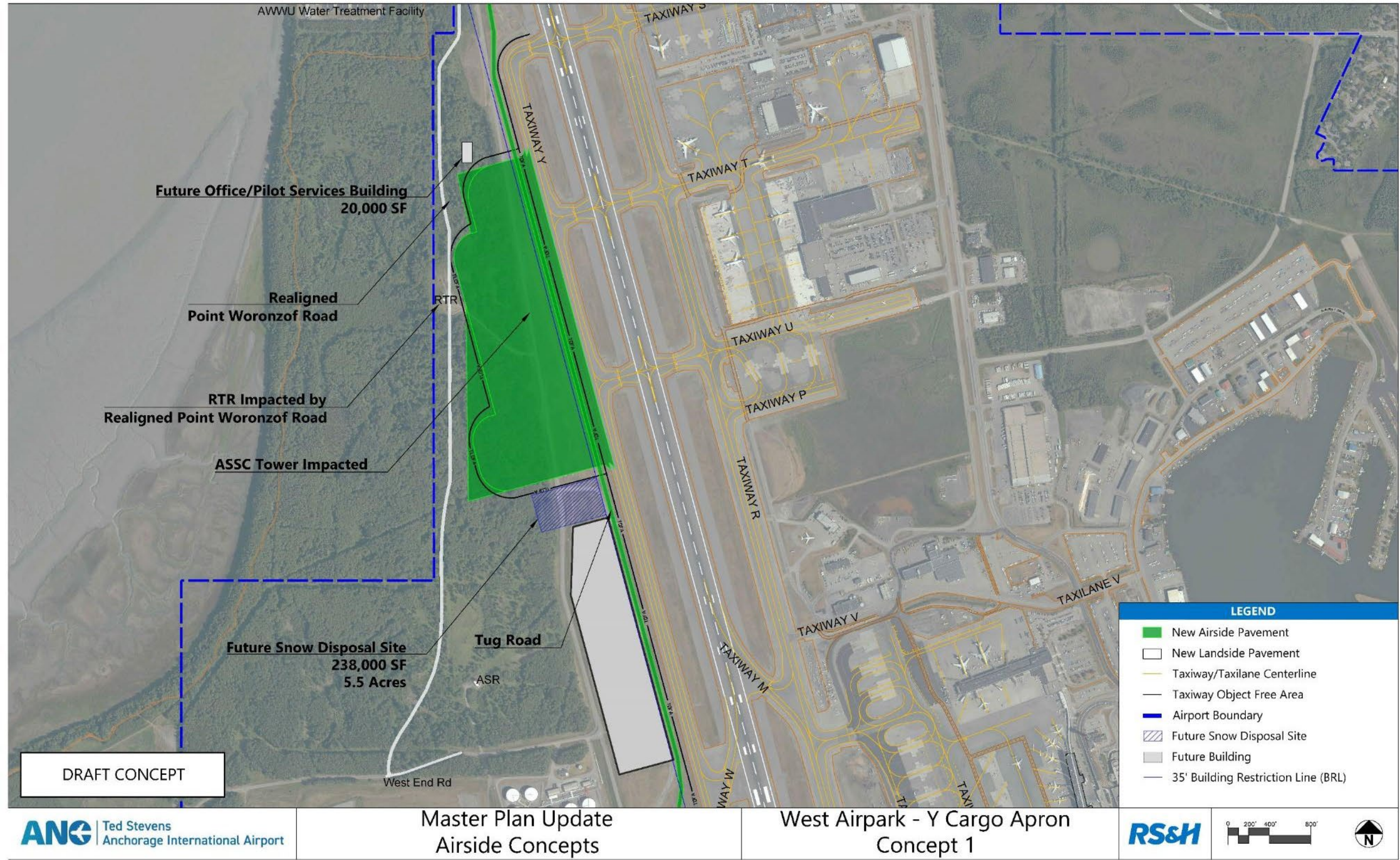
This alternative impacts existing infrastructure within the proposed apron area. Point Woronzof Road, the RTR, and ASSC Tower are all currently situated in the area of the proposed alternative. Point Woronzof road is realigned to the west of the apron. Both the RTR and ASSC Tower also require relocation.

West Airpark Taxiway Y Cargo Apron Concept 3

The West Airpark Taxiway Y Cargo Apron Concept 3 proposes a new apron to the west of Taxiway Y and is the largest of the three concepts. This apron accommodates 19 air cargo tech stop parking positions. This alternative includes provisions for future development, including ample space for office/pilot services buildings and cargo facilities. The airport tug road is proposed to run along the edge of the Taxiway Y TOFA. The West Airpark Taxiway Y Cargo Apron Concept 3 is depicted in **Figure 5-16**.

This alternative impacts existing infrastructure within the proposed apron area. Point Woronzof Road, the RTR, and ASSC Tower are all currently situated in the area of the proposed alternative. Point Woronzof road is realigned to the west of the apron. Both the RTR and ASSC Tower also require relocation.

Figure 5-14
West Airpark Taxiway Y Cargo Apron Concept 1



Source: RS&H, 2024

Figure 5-15
West Airpark Taxiway Y Cargo Apron Concept 2

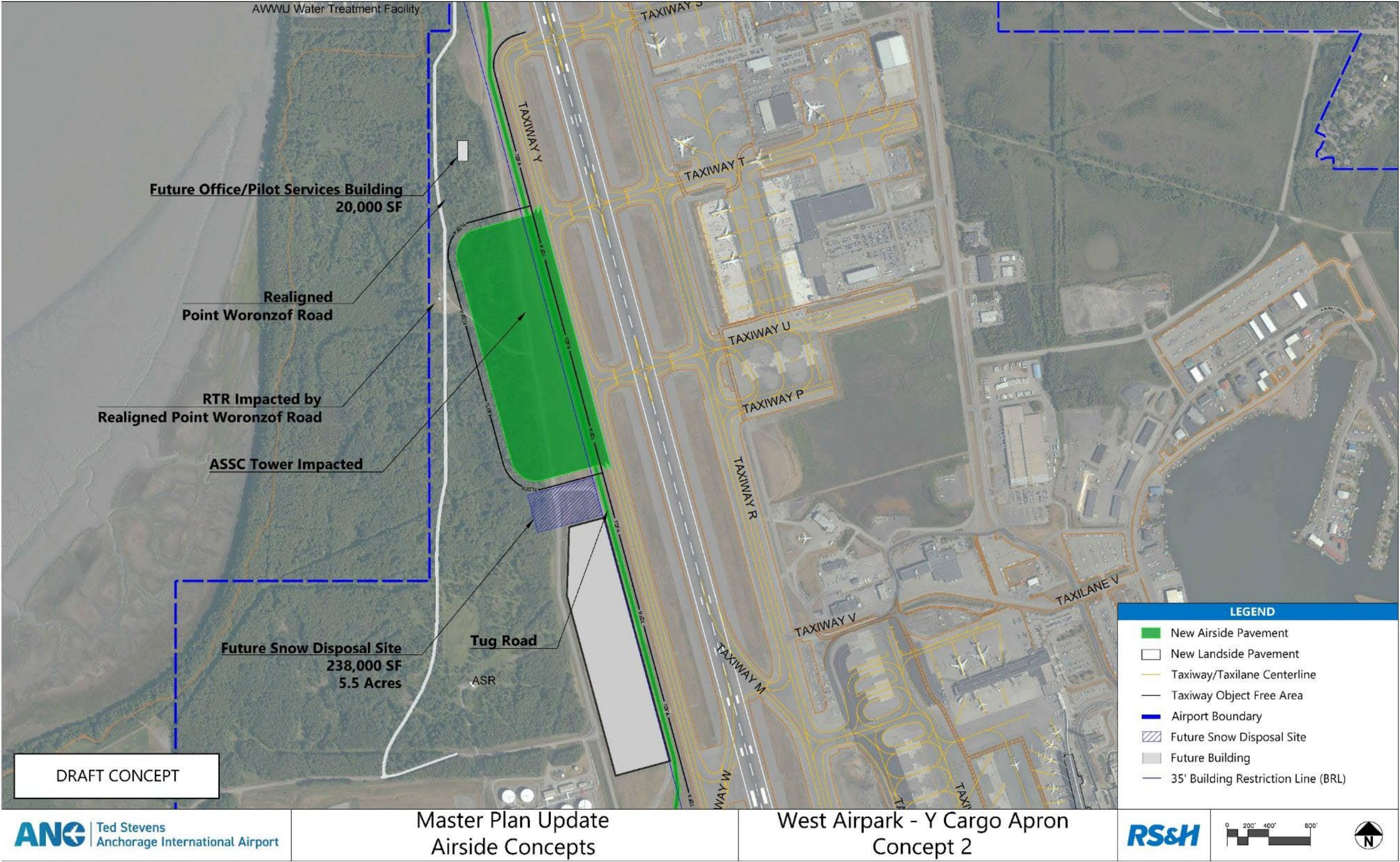
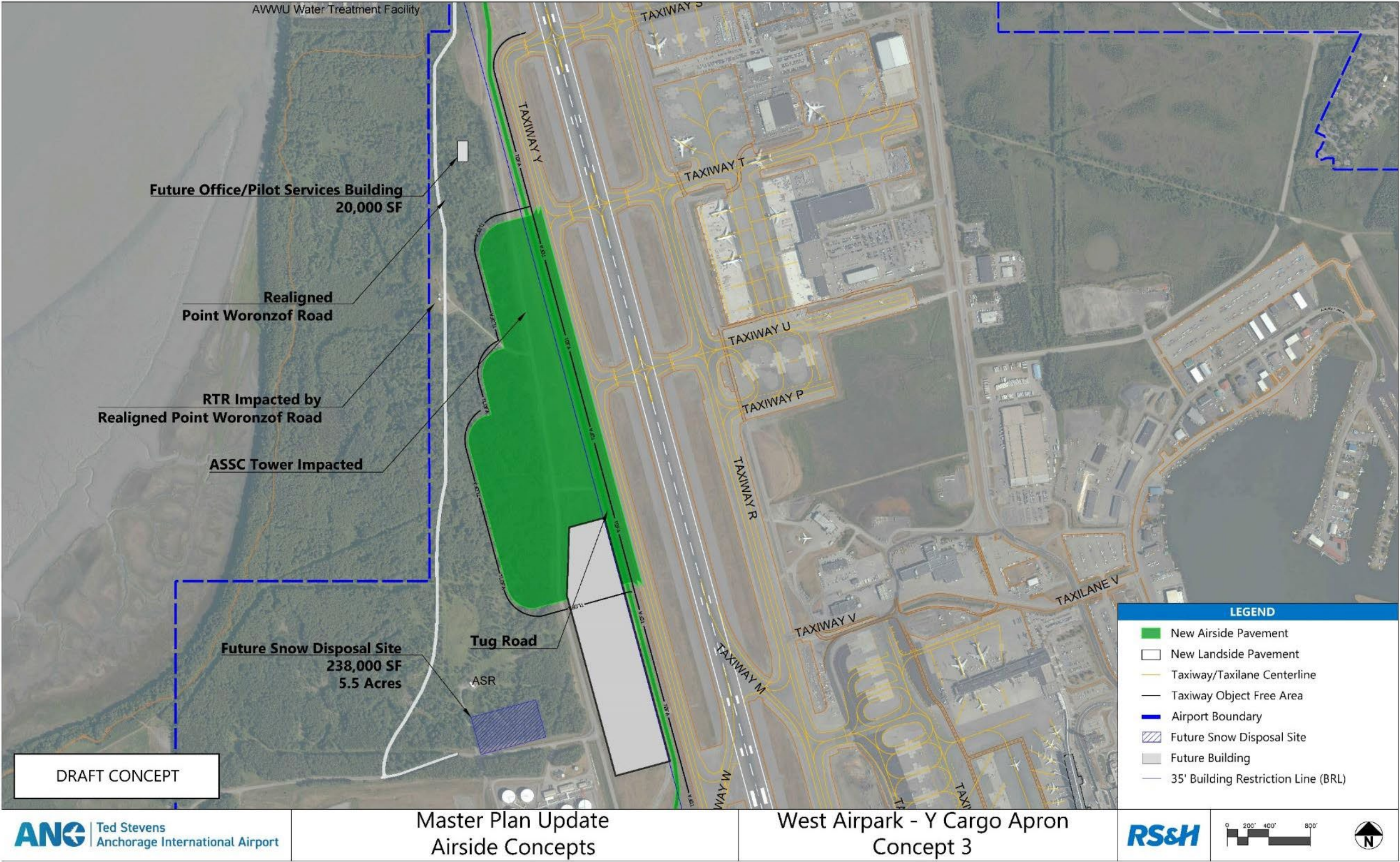


Figure 5-16
West Airpark Taxiway Y Cargo Apron Concept 3



Source: RS&H, 2024

West Airpark Taxiway Y Cargo Apron Refinement Evaluation

The West Airpark Taxiway Y Cargo Apron alternatives evaluation process focuses on if the cargo apron provides adequate aircraft parking capacity for forecasted demand. Each alternative provides variation in how they provide additional tech stop parking capacity to the Airport. The facility requirements analysis determined 15 ADG-VI tech stop positions would be needed over the planning horizon; however, they do not need to be all satisfied in one location, nor will that restrict creating additional capacity for irregular operations (IROPs), temporary snow storage, or capacity requirements increasing faster than forecasted.

The evaluation resulted in the selection of West Apron Taxiway Y Apron Concept 1 as the preferred alternative. The preferred alternative best satisfies the capacity requirement the facility requirements analysis determined, and was also the preferred layout by Airport Staff and stakeholders. This Taxiway Y Cargo Apron Preferred Alternative will be evaluated against the preferred alternative for West Airpark Taxiway K Cargo Apron to determine the final preferred alternative for the cargo apron.

5.2.5.2 West Airpark Taxiway K Cargo Apron Alternatives

The West Airpark Taxiway K Cargo Apron concepts and alternatives focus on the area north of Taxiway K and west of the fuel farm in the West Airpark. Each of these concepts provide different methods of providing 15 ADG-VI parking positions in this area, through various configurations and arrangements of aircraft.

Leasehold impact was also a consideration for design criteria, and none of the alternatives either impede a leasehold or leave the Airport property boundary. Below are examples of other criteria that guided alternative evaluation, as well as those outlined in the Goals and Objectives Chapter:

- Efficiency – Is the space optimized well for the amount of aircraft and circulation?
- Impacts on surrounding property - Are the land, facilities, and infrastructure in the area surrounding development impacted?

West Airpark Taxiway K Cargo Apron Concept 1

Taxiway K Cargo Apron Concept 1 proposes constructing a 72-acre apron north of Taxiway K, which will provide space for 16 RON parking spots. This apron is situated outside the existing runway protection zone (RPZ) of Runway 7L and the ROFA designated for the future 4th runway. Similar to the previous alternative, this concept includes provisions for a future office/pilot services building located west of the proposed apron. A 3.8-acre snow disposal site is proposed east of the apron to accommodate future snow disposal needs. West Airpark Taxiway K Cargo Apron Concept 1 is depicted in **Figure 5-17**.

This concept involves several impacts to existing infrastructure. The proposed apron extends northward into the forested area beyond the current alignment of West End Road, necessitating the realignment of West End Road and earthwork in the affected forested area. The airport tug road is rerouted to run along the edge of the Taxiway K TOFA before reconnecting with the existing road near the Runway 7R end. The air operations area AOA fence requires realignment to ensure it is positioned outside the boundaries of the apron area.

West Airpark Taxiway K Cargo Apron Concept 2

West Airpark Taxiway K Cargo Apron Concept 2 involves constructing a 62.2-acre apron designed to accommodate a total of 15 RON parking spots. One segment of the apron, located north of Taxiway K, would accommodate 12 RON parking spots, while another segment west of Taxiway J would accommodate three RON parking spots. This concept proposes a future office/pilot services building situated between the two segments of the proposed apron. To address future snow disposal needs, a 3.3-acre snow disposal site is planned east of the apron. West Airpark Taxiway K Cargo Apron Concept 2 is depicted in **Figure 5-18**.

This concept has the same impacts as Concept 1. West End Road requires realignment, and earthwork is necessary in the area where the apron extends beyond the road's current alignment. The tug road has the same realignment seen in Concept 1, being rerouted to run along the edge of the Taxiway K TOFA before reconnecting near the Runway 7R end. The AOA fence must be realigned to ensure it remains outside the boundaries of the apron area.

West Airpark Taxiway K Cargo Apron Concept 3

West Airpark Taxiway K Cargo Apron Concept 3 takes a similar approach to Concept 2, where the proposed apron expands both north of Taxiway K and west of Taxiway J. However, in this concept, the aprons are connected rather than being two separate segments that split at the edge of Taxiway J. The proposed apron spans 69.1 acres and accommodates 15 RON spots. As with the other concepts, there is a plan for a future office/pilot services building situated west of the proposed apron. A 3.6-acre snow disposal site is designated east of the apron to meet future snow disposal needs. The West Airpark Taxiway K Cargo Apron Concept 3 is depicted in **Figure 5-19**.

Unlike the previous concepts, the proposed apron in this concept does not extend north beyond West End Road. Therefore, realignment of the road and earthwork in the forested area north of the road are not necessary. The airport tug road follows the same realignment path as in the previous concepts, running along the edge of the Taxiway K TOFA before reconnecting near the Runway 7R end. The AOA fence requires realignment to ensure it remains outside the boundaries of the apron area.

West Airpark Taxiway K Cargo Apron Concept 4

West Airpark Taxiway K Cargo Apron Concept 4 retains a layout similar to the preliminary alternative but introduces a new taxiway to enhance access from Taxiway K to Runway 7R. This involves extending Taxiway K westward and proposing a connector taxiway at the Runway 7R end. The total area covered by the proposed apron and taxiway pavement is 75.9 acres, accommodating a total of 15 RON parking spots. Of these, 12 spots are situated in the northern section of the apron north of Taxiway K, while 3 spots are located in the western segment west of Taxiway J. A future office/pilot services building is planned between these two apron segments. To address future snow disposal needs, a 4-acre snow disposal site is proposed east of the apron. West Airpark Taxiway K Cargo Apron Concept 4 is depicted in **Figure 5-20**.

This concept sees the same impacts outlined in the preliminary alternative. West End Road remains in its current alignment, and no earthwork is necessary in the adjacent forested area. The airport tug road follows the same realignment route as in previous concepts, running alongside the Taxiway K TOFA before reconnecting near the Runway 7R end. The AOA fence requires adjustment to ensure it remains outside the boundaries of the apron area. Additionally,

in this concept, the construction of new taxiways and the western portion of the apron affect the existing ALSF shelter, necessitating its relocation.

West Airpark Taxiway K Cargo Apron Concept 5

West Airpark Taxiway K Cargo Apron Concept 5 proposed the construction of a 71-acre apron north of Taxiway K, providing space for 15 air cargo tech stop parking positions. A future office/pilot services building is situated west of the new apron. To address future snow disposal needs, a 4-acre snow disposal site is designated west of the new apron, located above the future office/pilot services building. West Airpark Taxiway K Cargo Apron Concept 5 is depicted in **Figure 5-21**.

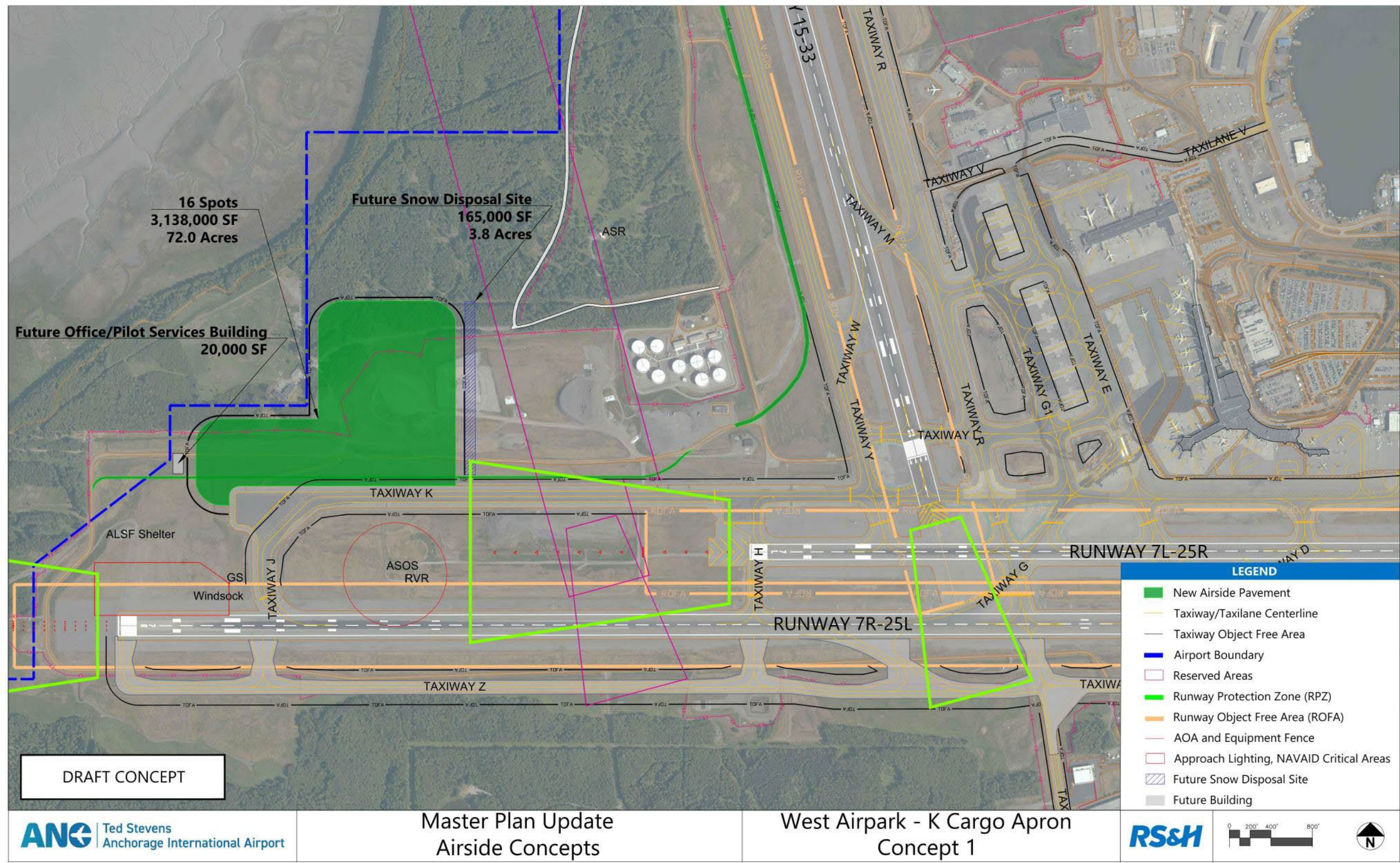
This concept shares similar impacts with previous concepts. West End Road requires realignment due to the apron's northward expansion, necessitating earthwork where the apron extends beyond the road's current alignment. The scope of earthwork is greater in Concept 5 compared to previous concepts, given the apron's expansion north of Taxiway K only. The airport tug road is rerouted to follow the edge of Taxiway K's TOFA before reconnecting with the existing road near the Runway 7R end. The AOA fence needs adjustment to ensure it remains outside the apron area boundaries.

West Airpark Taxiway K Cargo Apron Concept 6

West Airpark Taxiway K Cargo Apron Concept 6 proposes the construction of a 72-acre apron north of Taxiway K, providing space for 16 air cargo tech stop parking positions. Unlike previous concepts, Concept 6 features an apron that is accessed via a connector taxiway from Taxiway K rather than directly connected. The apron expansion is limited to the north, with no planned development west of Taxiway J. A future office/pilot services building is situated west of the new apron. To address future snow disposal needs, a 4-acre snow disposal site is designated west of the new apron, located above the future office/pilot services building. West Airpark Taxiway K Cargo Apron Concept 5 is depicted in **Figure 5-22**.

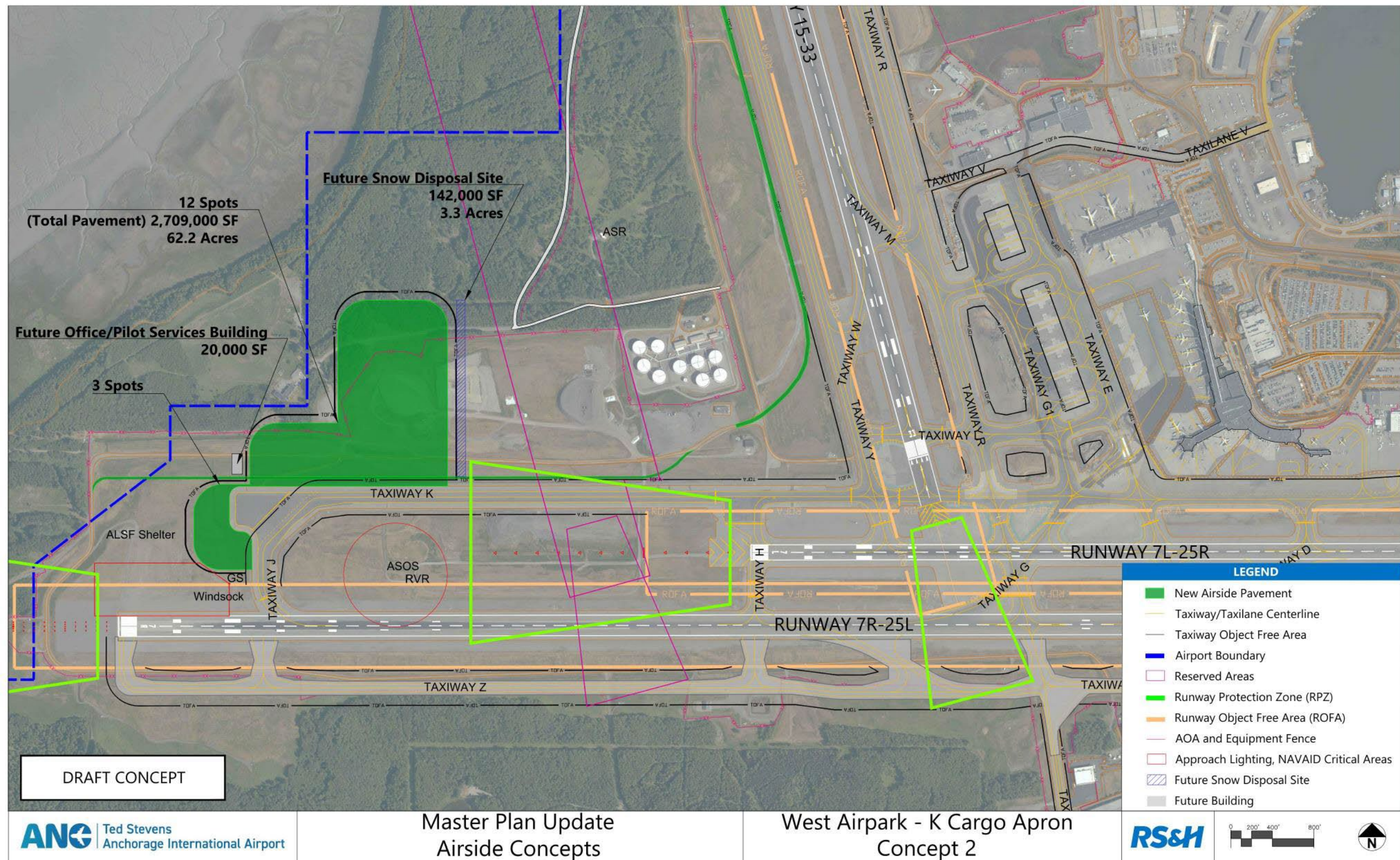
This concept shares similar impacts with previous concepts. West End Road requires realignment due to the apron's northward expansion, necessitating earthwork where the apron extends beyond the road's current alignment. The scope of earthwork is greater in Concept 6 compared to previous concepts, given the apron's expansion farther north than any other concept. The airport tug road is rerouted to follow the edge of Taxiway K's TOFA before reconnecting with the existing road near the Runway 7R end. The AOA fence needs adjustment to ensure it remains outside the apron area boundaries.

Figure 5-17
West Airpark Taxiway K Cargo Apron Concept 1



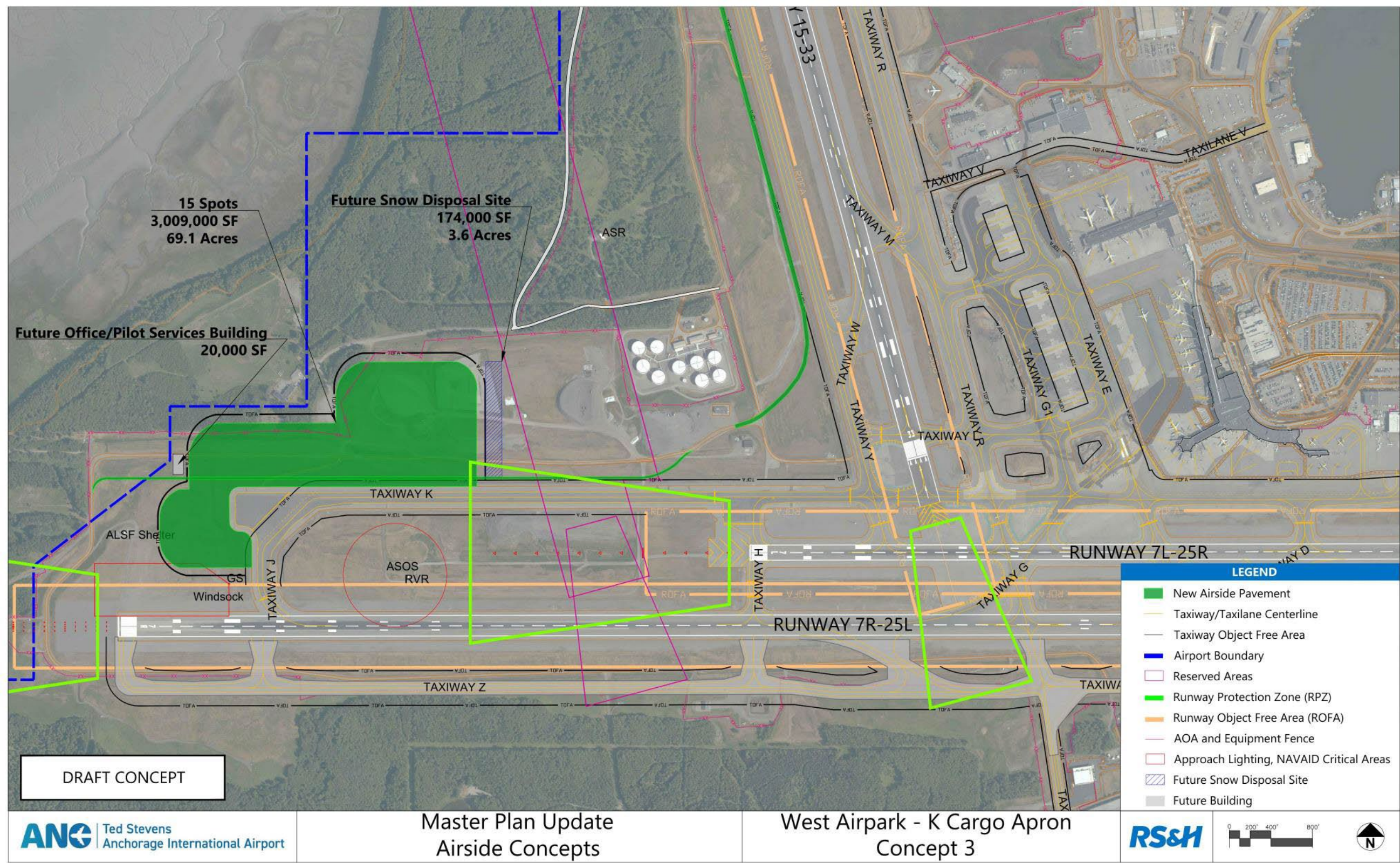
Source: RS&H, 2024

Figure 5-18
West Airpark Taxiway K Cargo Apron Concept 2



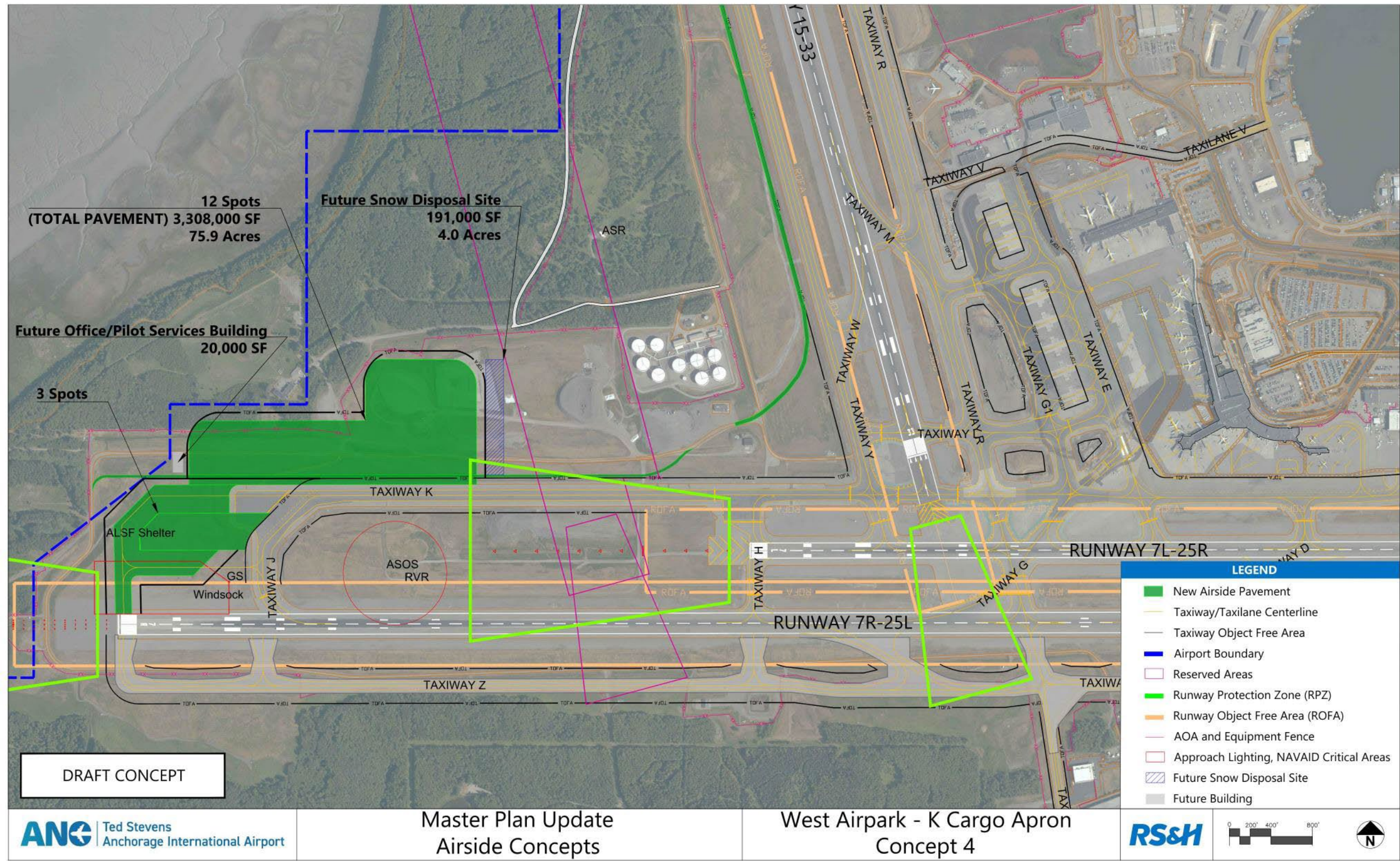
Source: RS&H, 2024

Figure 5-19
West Airpark Taxiway K Cargo Apron Concept 3



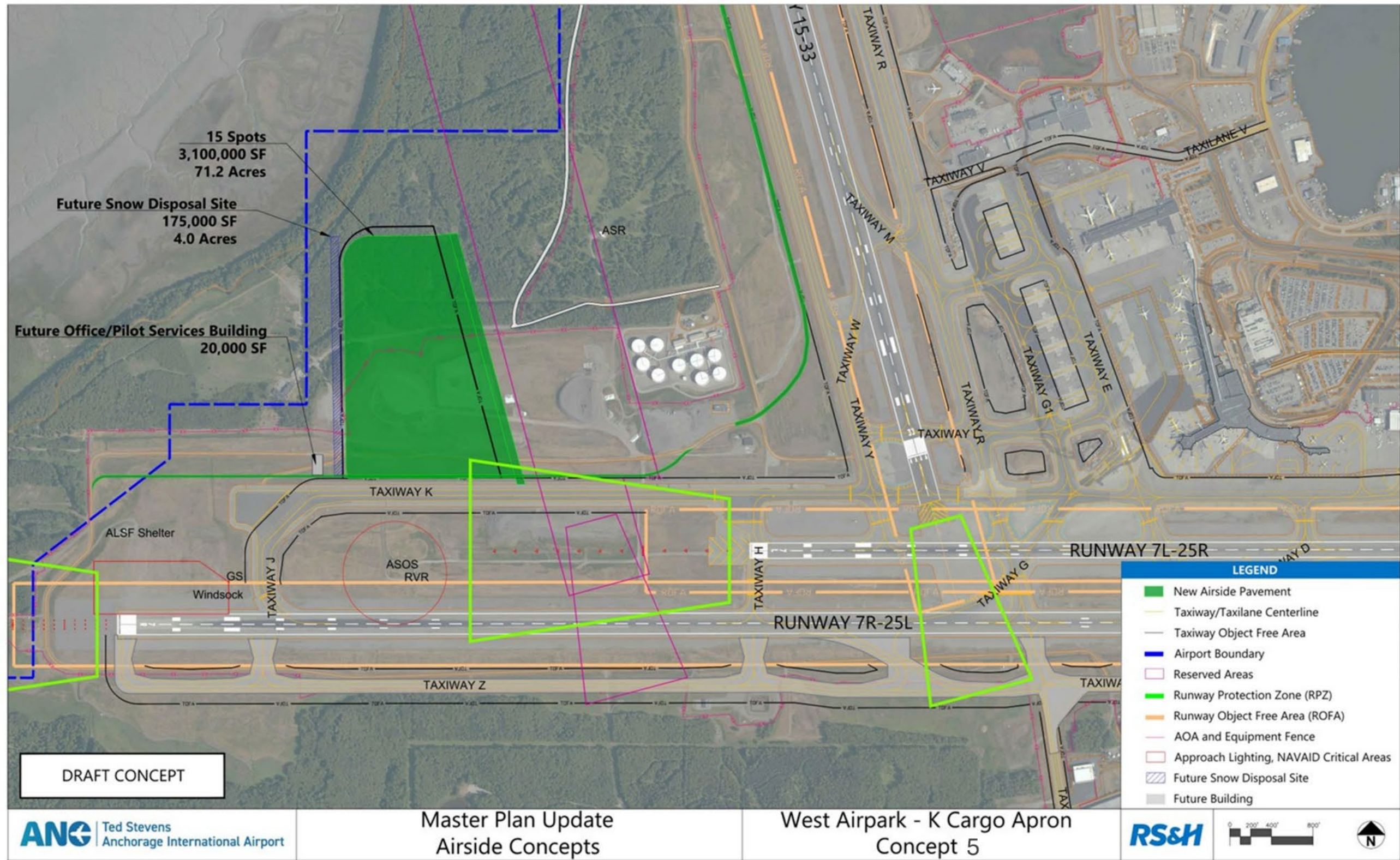
Source: RS&H, 2024

Figure 5-20
West Airpark Taxiway K Cargo Apron Concept 4



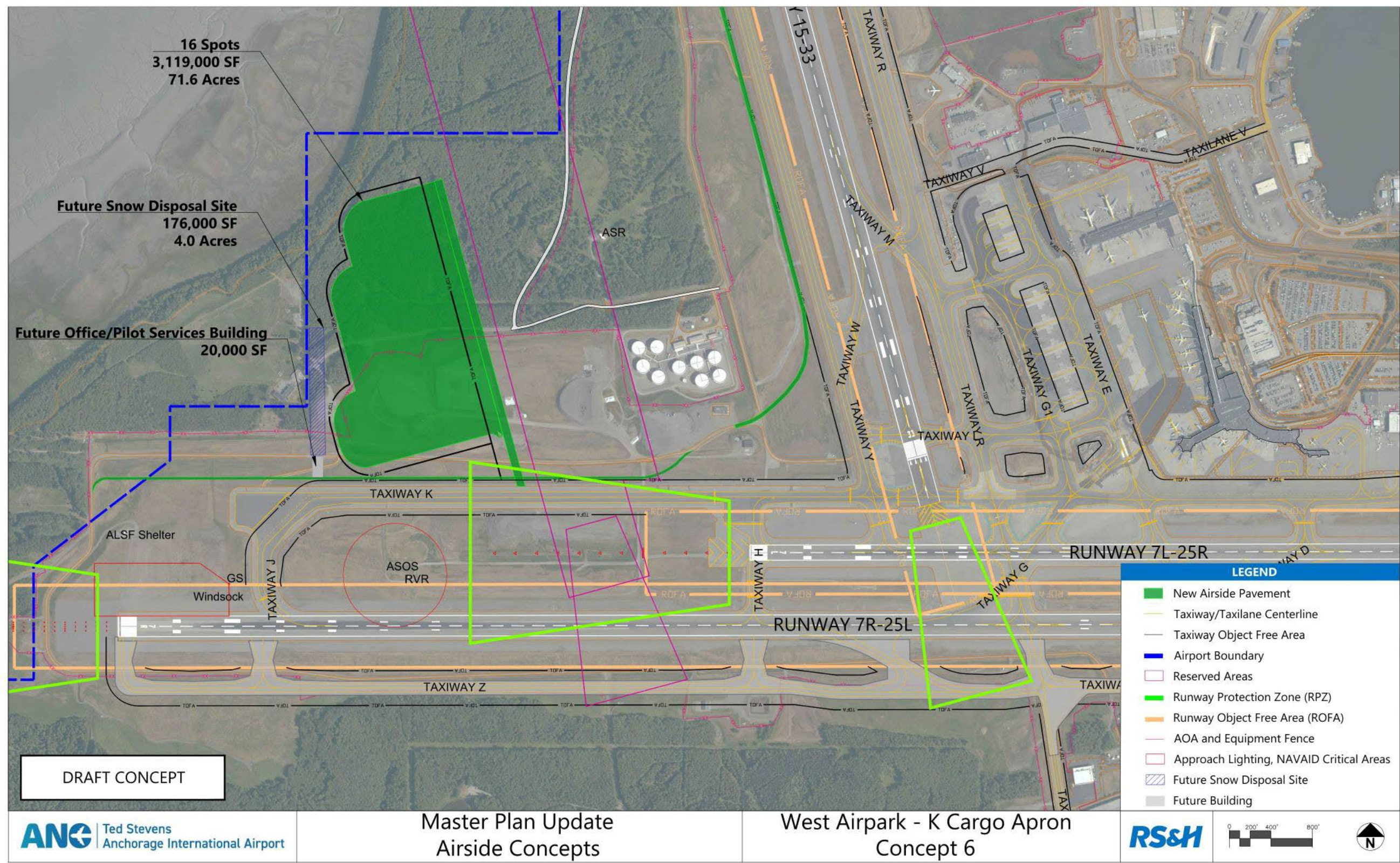
Source: RS&H, 2024

Figure 5-21
West Airpark Taxiway K Cargo Apron Concept 5



Source: RS&H, 2024

Figure 5-22
West Airpark Taxiway K Cargo Apron Concept 6



Source: RS&H, 2024

West Airpark Taxiway K Cargo Apron Concept Refinement Evaluation

The West Airpark Taxiway K Cargo Apron evaluation process was completed in two phases – primary evaluation and secondary evaluation. This two-phased methodology allows the evaluation process to first determine if there are any alternatives that do not meet the primary objectives, at a high level, before undertaking a more detailed evaluation. The West Airpark Taxiway K Cargo Apron concept evaluation was completed by the Master Plan team in coordination with Airport staff to identify the Preferred West Airpark Taxiway K Cargo Apron Alternative, which would later be evaluated against the Preferred West Airpark Taxiway Y Cargo Apron Alternative. This evaluation was outlined by the goals and objectives established in the Goals and Objectives Chapter, as well as more specific items within each category in the Chapter.

The primary evaluation process begins with all seven West Airpark Taxiway K Cargo Apron concepts. The goal of the primary evaluation is to determine which of the seven concepts meets the primary objectives and withdraw the other alternatives from further consideration.

The primary evaluation includes three criteria which represent the primary objectives, as described below:

- Concept does not unduly restrict access to existing West Airpark facilities by impacting West End Road.
- Concept does not majorly impact land with existing mature vegetation.

The first objective is reflective of the Airport's respect of surrounding facilities, as an impact on West End Road would impede access to facilities owned by the Municipality of Anchorage in the West Airpark and would require a rerouting of West End Road. This should be avoided as to disrupt surrounding organizations and facilities as little as possible.

The second objective represents minimization of many impacts. First, areas with mature vegetation in the West Airpark tend to have unlevel grades, meaning lots of earthwork would be required for a level grade apron and safety areas. Earthwork, particularly in coastal Anchorage, can be expensive, so avoiding heavy earthwork is a good standard practice. Second, areas with mature vegetation are prime habitats for wildlife. Reduction of wildlife habitat impact should be sought to ensure the Airport remains a responsible steward of the land it is on, while also aligning with established Goals and Objectives. Finally, areas with mature vegetation would provide a screen to reduce visibility and noise of the airport environment from users of the Tony Knowles Coastal Trail. This trail is valuable to the Anchorage community, and impact on this facility should be reduced as much as practical.

Each concept was evaluated against the criteria on a pass/fail scale of measurement. A “pass” results if the concept satisfies both criteria. A Fail results if the alternative does not satisfy one or both criteria which eliminates the concept from further consideration.

The primary evaluation for West Airpark Taxiway K Cargo Apron concepts are described in **Table 5-1**. Concepts 2, 4, 5, and 6 do not satisfy either of the Primary Evaluation criteria, as each of these concepts impact the West End Road and would require the road to be rerouted, and both would have a major, multi-acre impact on land with mature vegetation. Therefore, these concepts were withdrawn from further consideration. The Concept 1 and 3 satisfy all three primary evaluation criteria, and were retained for secondary evaluation.

Table 5-1
West Airpark Taxiway K Cargo Apron Primary Evaluation Results

Criteria	Concept 1	Concept 2	Concept 3	Concept 4	Concept 5	Concept 6
Impact on West End Road	✓	✗	✓	✗	✗	✗
Impact on Land with Mature Vegetation	✓	✗	✓	✗	✗	✗
Alternative Retained for Further Consideration	✓	✗	✓	✗	✗	✗

Note: Cells with blue background indicate concepts that satisfy all primary evaluation criteria and proceed to secondary evaluation.
Source: RS&H, 2024.

The West Airpark Taxiway K Cargo Apron evaluation continues with the Concept 1 and Concept 3 in a secondary evaluation process. The goal of the secondary evaluation is to determine which of the remaining concepts best satisfies the long-term needs of the Airport and can serve as the West Airpark Taxiway K Cargo Apron Preferred Alternative.

The secondary evaluation criteria is based on land management. The land management criteria are the following:

- Acres of apron pavement per aircraft parking position
- Impact on airport facilities and NAVAIDs

Each secondary evaluation category includes measurable criterion that evaluate specific potential impacts and factors important to the Airport.

Acres of apron pavement per aircraft parking positions, an efficiency related criteria, measures how effectively the land is used for the aircraft that are utilizing the position. The more acres of apron pavement per aircraft parking position are needed, the less efficient with land use the

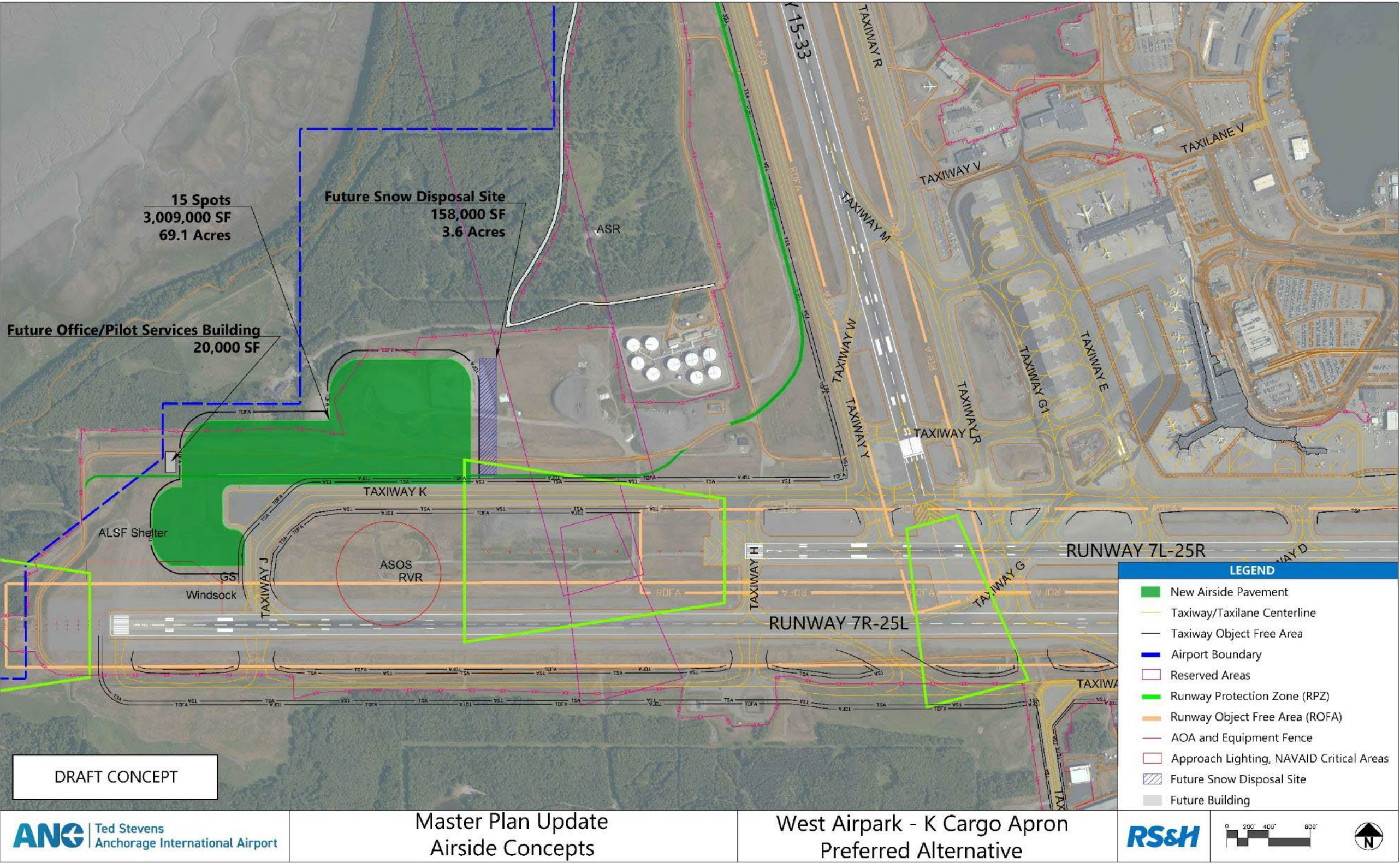
concept is. The more efficient an alternative is, the likelier it will be to be less negatively economically and ecologically impactful.

The average acres of apron pavement per aircraft parking position for Concept 1 is approximately 4.6 acres/position, as opposed to the approximately 5.1 acres/position of Concept 3. Concept 1 is more efficient with its land use.

The impact on airport facilities and NAVAIDs with Concept 1 is much smaller than Concept 3; however, not all impacts on airport facilities and NAVAIDs are negative. A positive impact to airport facilities that Concept 3 makes is Taxiway Z1 extends north past the west threshold of Runway 7R to intersect with an extended Taxiway K. This would also introduce additional costs for taxiway construction if implemented. This promotes airport circulation and access. Conversely, Concept 3 impacts the glideslope critical area much more than the Concept 1, which only has a minor TOFA penetration. In addition, Concept 3 is the only alternative of the two that will develop over the current footprint of the Approach Lighting System with Sequenced Flashing Lights (ALSF) shelter building. Concept 1 provides less of an impact on airport facilities and NAVAIDs.

The secondary evaluation demonstrates the West Airpark Taxiway K Cargo Apron Concept 1 is the preferred concept for both criteria categories and is selected to be the West Airpark Taxiway K Cargo Apron Preferred Alternative, depicted in **Figure 5-23**.

Figure 5-23
Preferred Alternative K Cargo Apron



Source: RS&H, 2024

5.2.5.3 *West Airpark Cargo Apron Preferred Alternative Refinement Evaluation*

The West Airpark Cargo Apron preferred alternative refinement evaluation is conducted to determine which of the two alternatives, the Taxiway Y Cargo Apron alternative or Taxiway K Cargo Apron alternative, satisfy the cargo apron criteria to the best degree. These evaluation criteria encompass the relevant Goals and Objectives to ensure the vision of the Airport and its stakeholders is being met through this evaluation process.

The evaluation criteria for the preferred alternatives are organized into 3 categories:

- Airside Access
- Landside Access
- Tower Visibility

Each evaluation category includes measurable criterion that evaluate specific potential impacts and factors important to the Airport its users.

Both alternatives access the airfield via a parallel taxiway to one of the Airport's runways. This promotes timely and efficient exit and entry of the apron and to access the airfield; however, the Taxiway Y Cargo Apron alternative is sited in an area much closer to cargo carriers and the existing RON positions in the terminal area. The Taxiway K Cargo Apron alternative's siting at Taxiway K is easier to access without crossing a runway for aircraft in the center area of the Airport. In consideration of each alternative's siting and accessibility, the Taxiway Y Cargo Apron satisfies the airside access criteria better than the Taxiway K Cargo Apron.

The landside interfaces for both alternatives is yet to be implemented, and are included with each alternative's design assumptions. Each alternative would require changes to existing roadways, additional roadways to be designed and constructed, staff and crew facilities, ground vehicle parking and circulation, and fueling infrastructure for aircraft. the only substantive difference between each alternative is the amount of roadway to be designed and constructed, and by result how far away the facility is from Anchorage via roadways. The Taxiway Y Cargo Apron alternative is closer to Anchorage via Point Woronzof Road than the Taxiway K Cargo Apron alternative, which would require less roadway to be designed and implemented and for a shorter commute for users of the facility.

Airport Traffic Control Tower (ATCT) visibility is important for facilities at ANC, as it ensures proper coordination of operations, safety, and efficiency. The proposed ATCT facility that the FAA is currently in the initial phases of designing is a new, taller tower that would replace the functions of the current ATCT. This proposed facility is expected to be over 300 feet tall,

improving visibility throughout the Airport. The Taxiway Y Cargo Apron alternative is closer to the proposed ATCT facility site than the Taxiway K Cargo Apron alternative, although neither is expected to have visibility concerns from the tower cab.

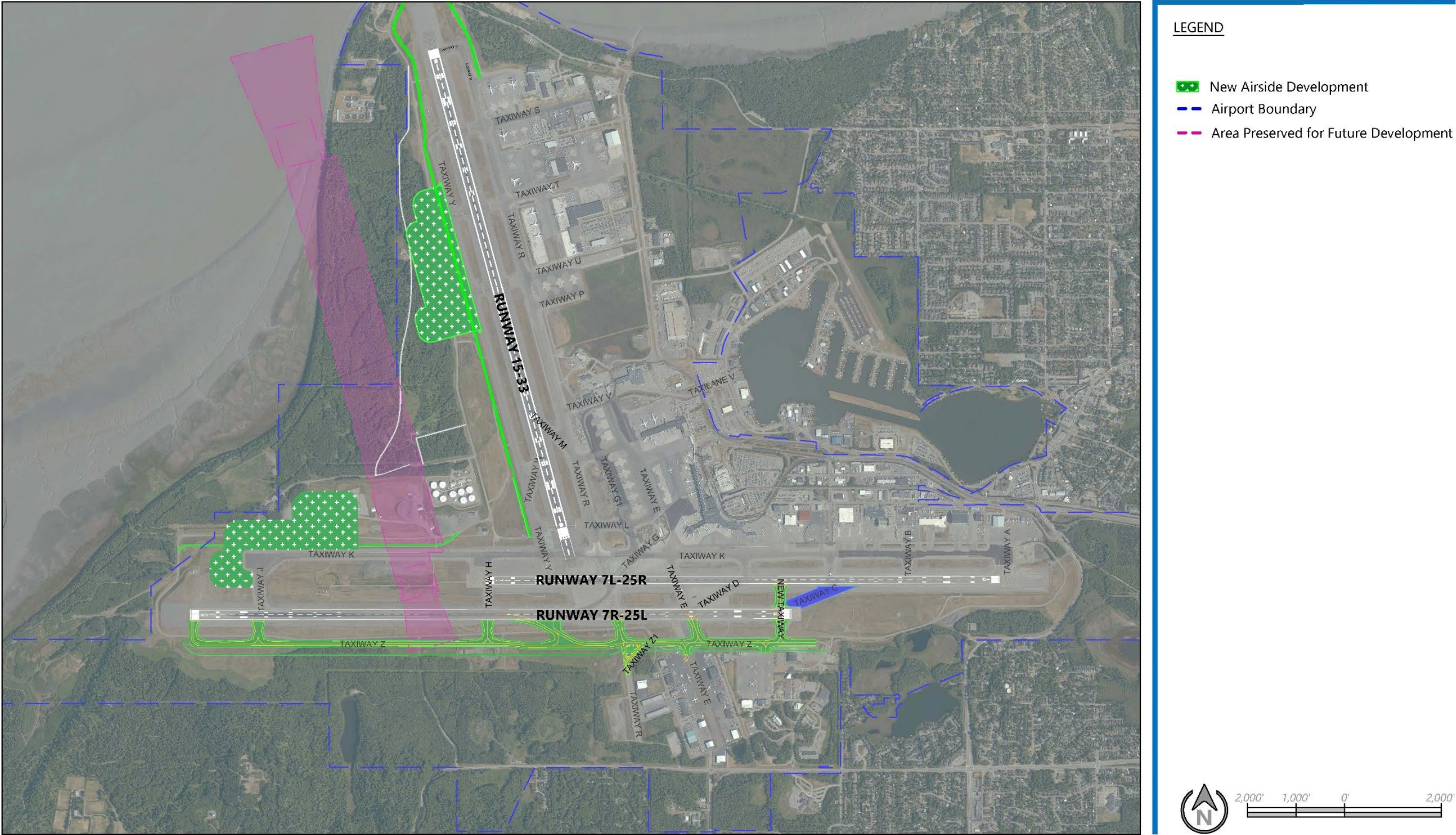
5.2.5.4 Preferred West Airpark Cargo Apron Alternative

The result of the alternatives evaluation determined the Taxiway Y Cargo Apron as the preferred alternative, due to its proximity to the terminal apron and cargo operators in the North Airpark, better proximity to existing landside infrastructure on Point Woronzof Road, and better visibility to the proposed new ATCT site.

Although not selected as the preferred alternative, the Taxiway K Cargo Apron alternative remains a viable site for both Airport and tenant development in the future when the need arises. The Taxiway Y Cargo Apron has evolved from the role of a solely Airport-managed apron to a mixed Airport-managed and tenant-managed area. This flexibility in development may drive the implementation of the Taxiway K Cargo Apron alternative when the need arises. The Master Plan recommends that the Taxiway Y Cargo Apron and Taxiway K Cargo Apron are both selected as preferred alternative areas, as they provide the greatest operational and development flexibility to meet the changing and growing needs of the Airport and its operators. It is recommended that the Taxiway Y Cargo Apron area be developed first, then the Taxiway K Cargo Apron following the prior development. This preferred alternative is depicted in **Figure 5-24**.

At the time of this Chapter's drafting (early 2025), further developments have been proposed for the Taxiway Y Cargo Apron site. The Airport has recently proposed the construction of a cargo apron containing four Airport-Managed ADG-VI parking positions. This apron is located on the west side of the Taxiway Y, between Taxiway T and Taxiway U, with these positions being both power-through capable and in a wingtip to wingtip parking configuration. In the area south of this proposed development, an undetermined number of tenant-developed aircraft parking positions are planned to be developed, further expanding airport parking capacity. The approximate extents of this proposed development span from the Airport-managed Taxiway Y Cargo Apron positions, south to the extent of the proposed fuel farm development, east to Taxiway Y, and west to the Airport perimeter. This configuration is not depicted in Figure 5-24 as it was not part of the evaluation process; however, will be included in all other preferred alternative figures as it will be the alternative that will undergo implementation.

Figure 5-24
Cargo Apron Preferred Alternative



Source: RS&H, 2024

5.2.6 Airfield Flow Optimization Alternatives

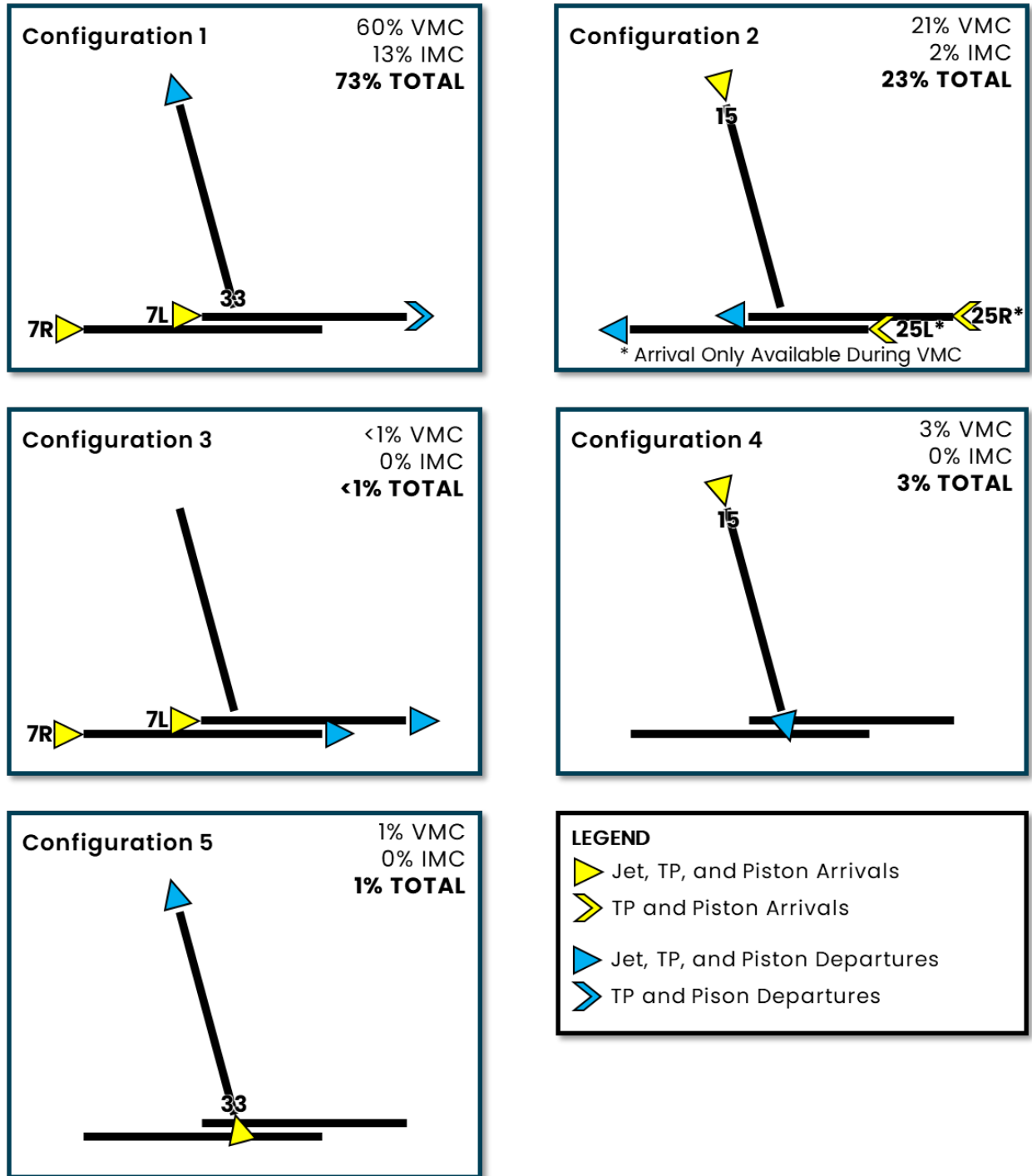
The airfield demand capacity analysis, as described in **Chapter 4, Facility Requirements**, indicated that airfield congestion may lead to untenable delay as demand (particularly air cargo demand) increases at ANC throughout the planning period.

Three alternatives were prepared to explore options for reducing airfield congestion at ANC. The alternatives were derived on the assumption that the State of Alaska's best method of expanding capacity in the planning horizon is improving the existing three-runway configuration and associated facilities at ANC, as indicated in Phase 2 "Optimize ANC" as depicted in **Figure 5-1**.

The alternatives include variations of new taxiway infrastructure and new air cargo development. The alternative explored the North-South Taxiway Preliminary Alternative and varying lengths of the Taxiway Z extension. It also explored varying scales of potential ANC-managed and tenant-proposed air cargo development in different locations around the Airport. The alternatives are discussed in further detail below.

The AirTOP® airport and airspace simulation software was used to evaluate the three alternatives to assess their simulated capacity, congestion, and operational qualities. For this analysis, the simulation was run using the forecast Design Day Flight Schedule (DDFS) for PAL 3 to use the most demanding forecasted traffic volume calculated for capacity simulation purposes. The analysis also only evaluated Runway Use Configuration 1, Runway Use Configuration 2, and Runway Use Configuration 3, as they are the configurations used 96% of the time at ANC. The runway use configurations are summarized in **Figure 5-25**.

Figure 5-25
Runway Use Configurations



Source: RS&H Analysis, 2024

5.2.6.1 Airfield Flow Optimization Alternative 1

Alternative 1 focuses on proposed tenant- and Airport-managed Tech stop positions at the parking development in the South Airpark, the Taxiway Y Cargo Apron, The P-Spots, and cargo tenants in the North Airpark. This alternative relocates the terminal area R-Spots to these other positions to alleviate terminal area congestion, and also has the lowest Taxiway Y Cargo Apron capacity of all AirTOP alternatives. This alternative also utilizes a taxiway parallel to Taxiway R to provide additional terminal area relief. This configuration is depicted in **Figure 5-26**.

5.2.6.2 Airfield Flow Optimization Alternative 2

Alternative 2 considers retaining eight of the RON positions in the terminal area, while deactivating the three eastern-most positions in proximity to the terminal. This is a capacity solution pursued due to the South Airpark parking development not being implemented in this airfield parking iteration. The development of Taxiway Z is also shorter than Alternative 1, only extending west to Taxiway H rather than the Runway 7R end. This configuration is depicted in **Figure 5-27**.

5.2.6.3 Airfield Flow Optimization Alternative 3

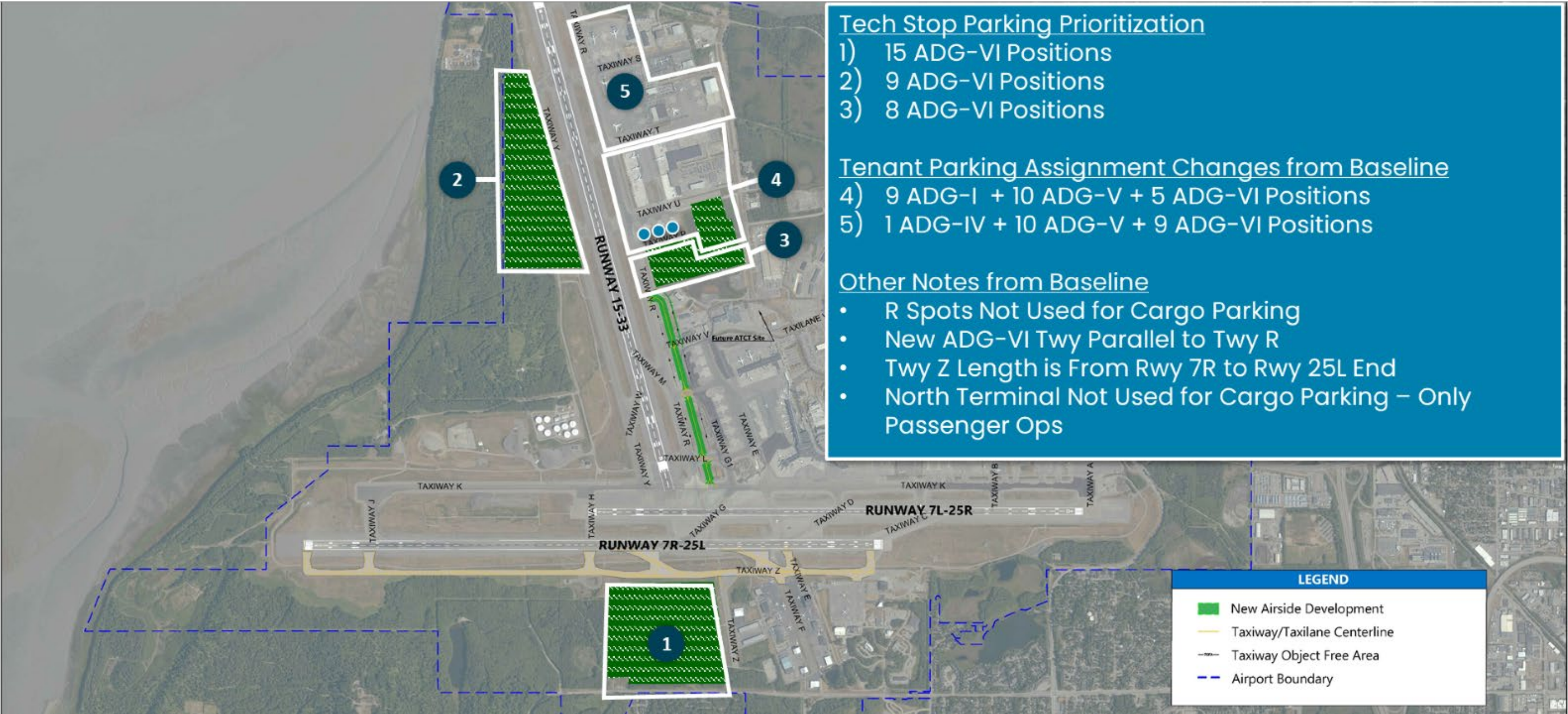
Alternative 3 focuses on a more northerly development plan, heavily utilizing the Taxiway Y Cargo apron area and only using some of the capacity that was provided in the South Airpark in Alternative 1. This alternative also implements a shortened version of the proposed development of Taxiway Z. This configuration is depicted in **Figure 5-28**.

5.2.6.4 Airfield Flow Optimization Alternatives Simulation Results Summary

The AirTOP simulation analysis assessed the operational throughput and delay for each alternative to inform the alternative evaluation and subsequent decision making about potential implementation. The simulations determine how the varying infrastructure elements worked in conjunction with one another to promote efficient movement of aircraft at ANC, particularly during peak times.

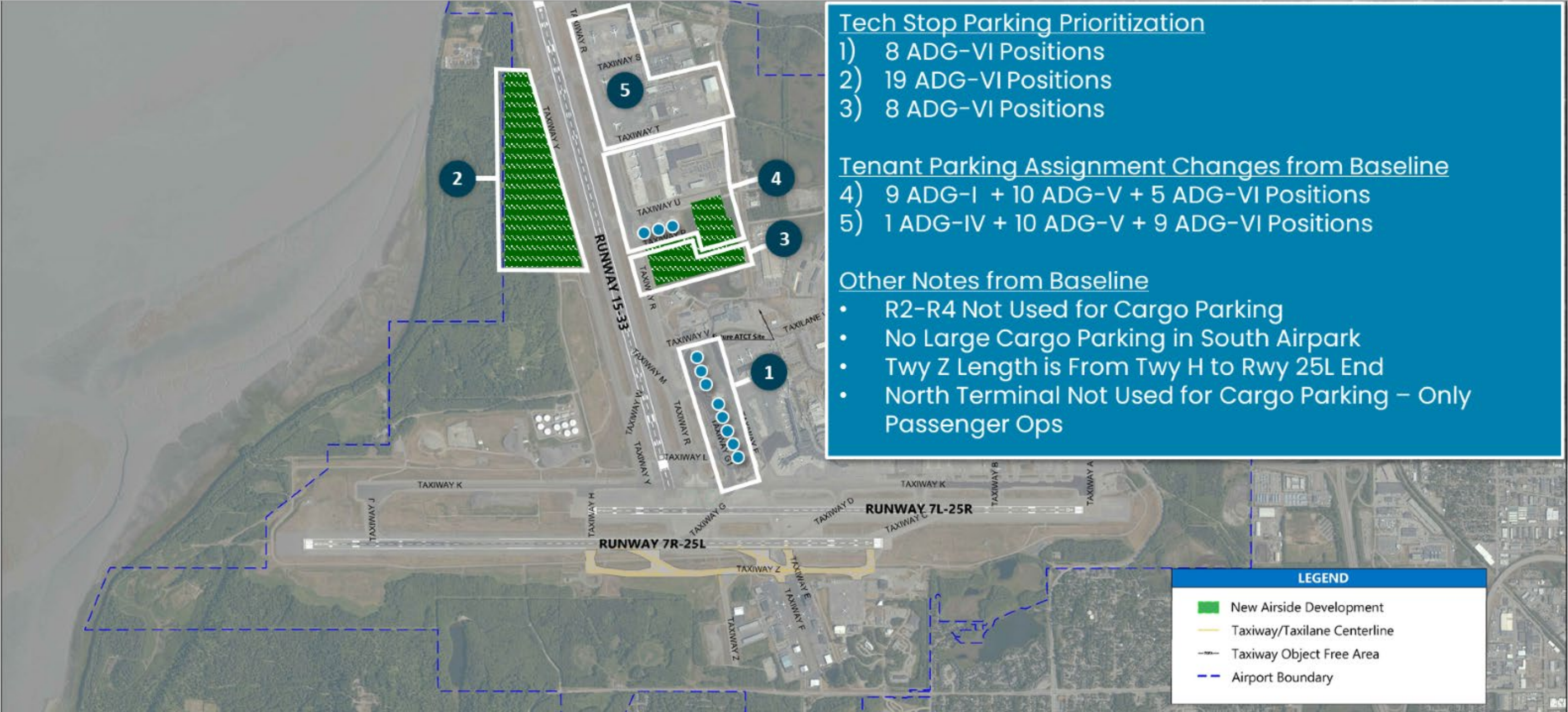
The results of the three alternatives were compared to the PAL 3 Baseline results presented in **Chapter 4, Facility Requirements**. This comparison provides a basis against which to measure the impact of the potential infrastructure changes associated with each alternative. The results of the AirTOP simulation analysis are summarized in **Table 5-2**.

Figure 5-26
Airfield Flow Optimization Alternative 1



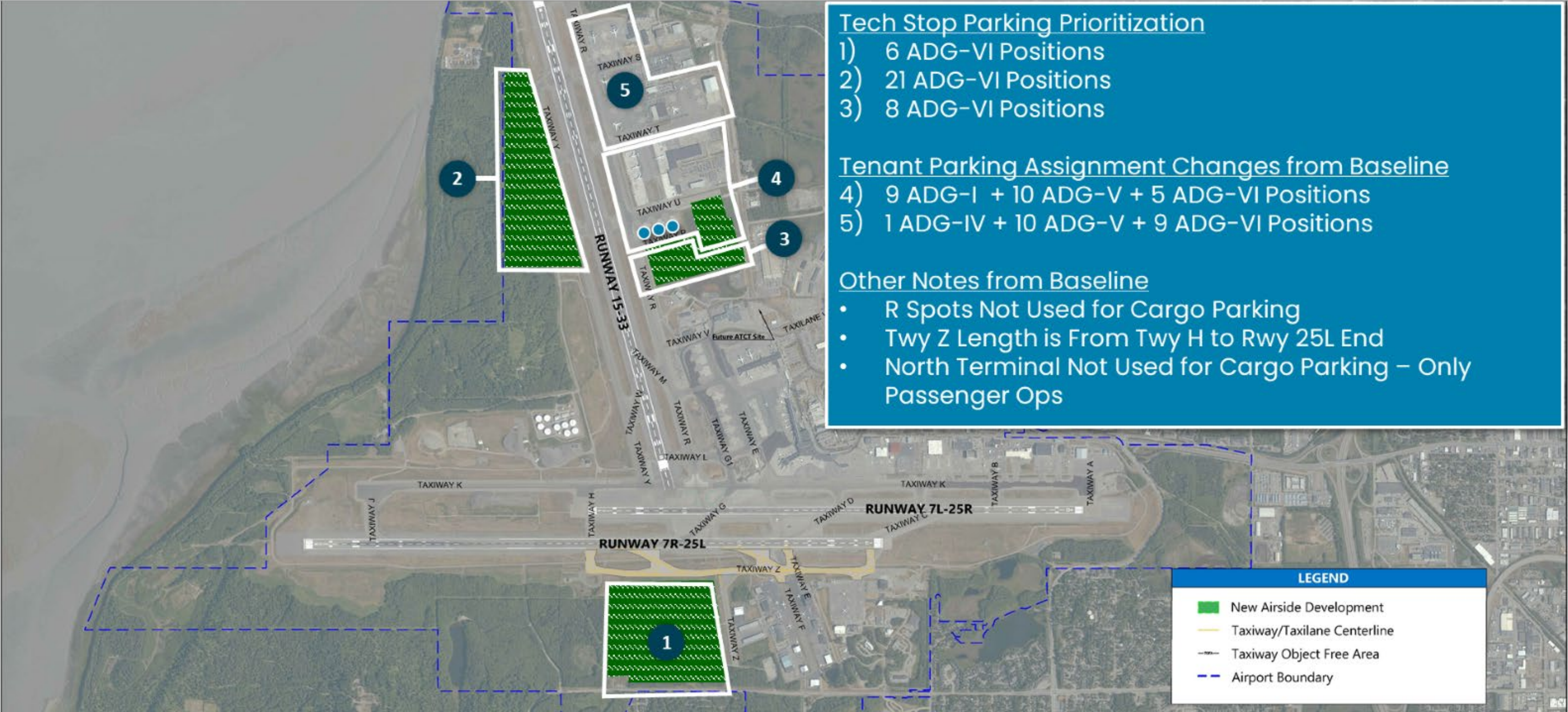
Source: RS&H, 2024

Figure 5-27
Airfield Flow Optimization Alternative 2



Source: RS&H, 2024

Figure 5-28
Airfield Flow Optimization Alternative 3



Source: RS&H, 2024

Table 5-2
Airfield Flow Optimization Alternatives Simulation Results

Operations Demand			Configuration	Weather	Utilization	Operations Throughput		Average Peak Hour Delay (minutes of delay per aircraft during peak hour)			Average Daily Delay (minutes of delay per aircraft during average day)			Average Annual Delay (annualized minutes of delay per aircraft)
Annual	Design Day	Rolling Peak Hr				Departure	Arrival	Departure	Arrival	Peak Total	Departure	Arrival	Peak Total	
PAL 3 Baseline														
325,775	1058	82	1	VMC	60%	37	46	44.3	7.6	50.2	4.5	1.3	5.9	5.4
			1	IMC	13%	39	43	36.7	21.6	58.2	4.3	2.8	7.1	
			2	VMC	21%	40	47	20.8	16.7	22.2	1.5	1.6	3.1	
			2	IMC	2%	35	46	72.5	30.0	91.1	9.3	1.7	10.9	
			3	VMC	1%	43	45	71.0	10.1	76.7	9.9	1.3	11.2	
			Weighted Delay (min)					37.5	11.5	44.6	3.8	1.5	5.4	
Alternative 1														
325,775	1,058	82	1	VMC	60%	37	46	51.1	10.5	56.6	5.8	1.4	7.3	6.3
			1	IMC	13%	41	43	45.9	10.3	51.7	5.5	1.5	7.0	
			2	VMC	21%	38	46	32.4	3.3	34.1	3.7	0.6	4.4	
			2	IMC	2%	46	49	8.4	7.9	10.5	0.9	0.7	1.6	
			3	VMC	1%	43	46	99.5	2.6	100.6	14.3	0.5	14.8	
			Weighted Delay (min)					44.1	8.5	48.5	5.1	1.2	6.3	
Alternative 2														
325,775	1,058	82	1	VMC	60%	45	46	20.2	30.4	42.9	2.4	3.0	5.3	6.9
			1	IMC	13%	43	43	35.6	24.7	55.2	4.7	2.6	7.3	
			2	VMC	21%	41	43	76.8	13.9	87.5	10.1	1.7	11.8	
			2	IMC	2%	39	49	20.6	12.7	22.4	1.8	1.7	3.5	
			3	VMC	1%	44	46	167.8	18.8	171.6	29.6	4.0	33.6	
			Weighted Delay (min)					34.1	24.7	52.6	4.3	2.5	6.9	
Alternative 3														
325,775	1,058	82	1	VMC	60%	39	46	64.9	9.4	73.2	7.6	1.6	9.2	8.4
			1	IMC	13%	39	43	53.9	5.5	58.8	5.3	1.1	6.3	
			2	VMC	21%	35	46	49.6	9.1	58.1	7.2	1.6	8.8	
			2	IMC	2%	40	49	23.1	7.2	25.2	1.8	1.4	3.2	
			3	VMC	1%	39	46	123.2	17.2	131.1	20.9	2.2	23.0	
			Weighted Delay (min)					57.5	8.5	64.9	6.9	1.5	8.4	

Source: RS&H Analysis, 2024.

Alternative 1 has similar operational throughput results as the PAL 3 Baseline. However, the Alternative 1 average peak hour delay, average daily delay, and average annual delay are higher compared to the PAL 3 Baseline results. Alternative 2 results in the greatest operational throughput than PAL 3 Baseline, Alternative 1, and Alternative 3. However, the Alternative 2 configuration results in higher delay metrics than the PAL 3 Baseline results. Alternative 3 has similar operations throughput results as PAL 3 Baseline. However, the Alternative 3 delay results are highest of the evaluated alternatives.

In summary, the AirTOP® analysis of the three airside alternatives did not provide conclusive evidence that those alternatives would reduce airfield average daily delay or average peak-hour delay for PAL 3 compared to baseline results.

Due to the level of complexity, phasing, and demand for operations and use cargo parking positions, implementation of these proposed positions should be actively monitored throughout the development process. This will ensure a consistent level of orderly and effective development without causing either aircraft movement or cargo position congestion. There is high demand to develop new air cargo parking at ANC as of the time of the publication of this Chapter (early 2025). New tenant-managed and Airport-managed cargo parking positions are frequently evaluated, requiring ongoing analysis of airport flow and delay. The Master Plan recommends that as new developments are implemented, further simulation modeling should be considered to continually monitor current conditions and anticipate likely future conditions.

5.2.7 North Airpark Hold Pad

The North Airpark Hold Pad is a proposed facility to support engine runups and pre-flight activities of aircraft at ANC. This includes aircraft may be required to either exit takeoff queues for dispatch or flight release, to run up to reach acceptable temperature for departure, or conduct engine runs during maintenance activities while not adding to further airfield taxiway or parking apron congestion.

Existing leasehold boundaries and potential future land developed were considered as evaluation criteria for these concepts. The following criteria guided the alternative evaluation:

- Impacts on surrounding development – will this concept impact existing or proposed development potential for surrounding Airport users?
- Efficient development – will this concept provide the highest value for the least land developed?

Each concept considers shifting the North Tug Road to the perimeter of the Taxiway R TOFA to make the best use of land available. This enables the Hold Pad pavement areas to be smaller due to greater proximity to Taxiway R, reducing redundant apron pavement. Aircraft parked at a Hold Pad position are designed to have a minimum of 25 feet of horizontal clearance from the North Tug Road.

5.2.7.1 North Airpark Hold Pad Concept 1

Concept 1 of the North Airpark Hold Pad provides space for two ADG-VI aircraft hold positions, oriented perpendicular to Taxiway R. Concept 1 would require approximately 13 acres of apron to be constructed. Hold Pad 1 is sited north of Taxiway Q and Hold Pad 2 is south of Taxiway Q to prevent direct access to the runway, as well as having circulation at the south end of the development. The FAA ASSC Tower is not directly impacted by apron development of any object free area. This concept would impact future potential development to the north of the UPS Cargo Facility taxilane. North Airpark Hold Pad Concept 1 is depicted in **Figure 5-29**.

5.2.7.2 North Airpark Hold Pad Concept 2

Concept 2 of the North Airpark Hold Pad provides space for one ADG-VI aircraft hold positions, oriented perpendicular to Taxiway R. Concept 2 would require approximately eight acres of apron to be constructed. This hold pad is sited south of Taxiway Q to prevent direct access to the runway, as well as having circulation at the southern-most point of the development for aircraft circulation. The FAA ASSC tower is not directly impacted by apron development or any object free area. This concept would impact future potential development to the north of the UPS Cargo Facility taxilane. North Airpark Hold Pad Concept 2 is depicted in **Figure 5-30**.

5.2.7.3 North Airpark Hold Pad Concept 3

Concept 3 of the North Airpark Hold Pad provides space for one ADG-VI aircraft hold positions, oriented perpendicular to Taxiway R. Concept 3 would require approximately eight acres of apron to be constructed. This hold pad is sited north of Taxiway Q to prevent access to the runway, as well as having circulation at the southern-most point of the development for aircraft circulation. The FAA ASSC tower would be impacted by the apron development. This concept allows for parking of ADG-VI aircraft on the north end of the UPS Cargo Facility taxilane, making this concept unique from the previous two in this manner. North Airpark Hold Pad Concept 3 is depicted in **Figure 5-31**.

5.2.7.4 North Airpark Hold Pad Concept 4

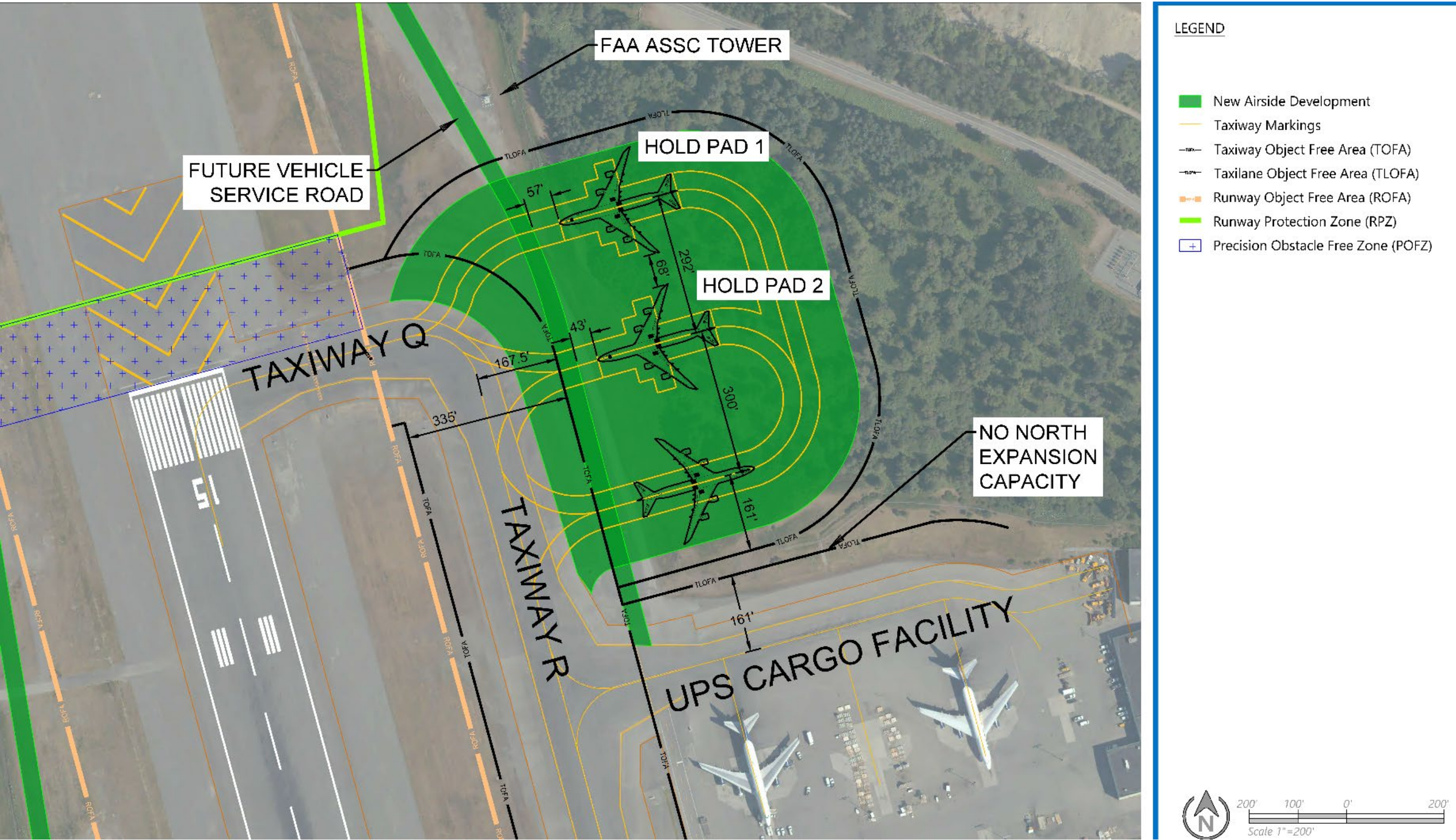
Concept 4 of the North Airpark Hold Pad provides space for two ADG-VI aircraft hold positions, oriented at an angle towards the intersection of Taxiway R and Taxiway Q. Concept 4 would require approximately 14 acres of apron to be constructed. These hold positions are accessed by proceeding into the hold pad on a circulation taxilane following the Taxiway R, past Taxiway Q, then then the aircraft would turn right and proceed to the first or second hold position. This

concept is the most northerly-sited of all concepts, and is the only one to not orient hold positions along Taxiway R perpendicular, in order to preserve as much land to develop to the south as possible. The FAA ASSC tower would be impacted by the apron development. This concept allows for parking of ADG-VI aircraft on the north end of the UPS Cargo Facility taxilane. North Airpark Hold Pad Concept 4 is depicted in **Figure 5-32**.

5.2.7.5 North Airpark Hold Pad Concept Evaluation and Preferred Alternative

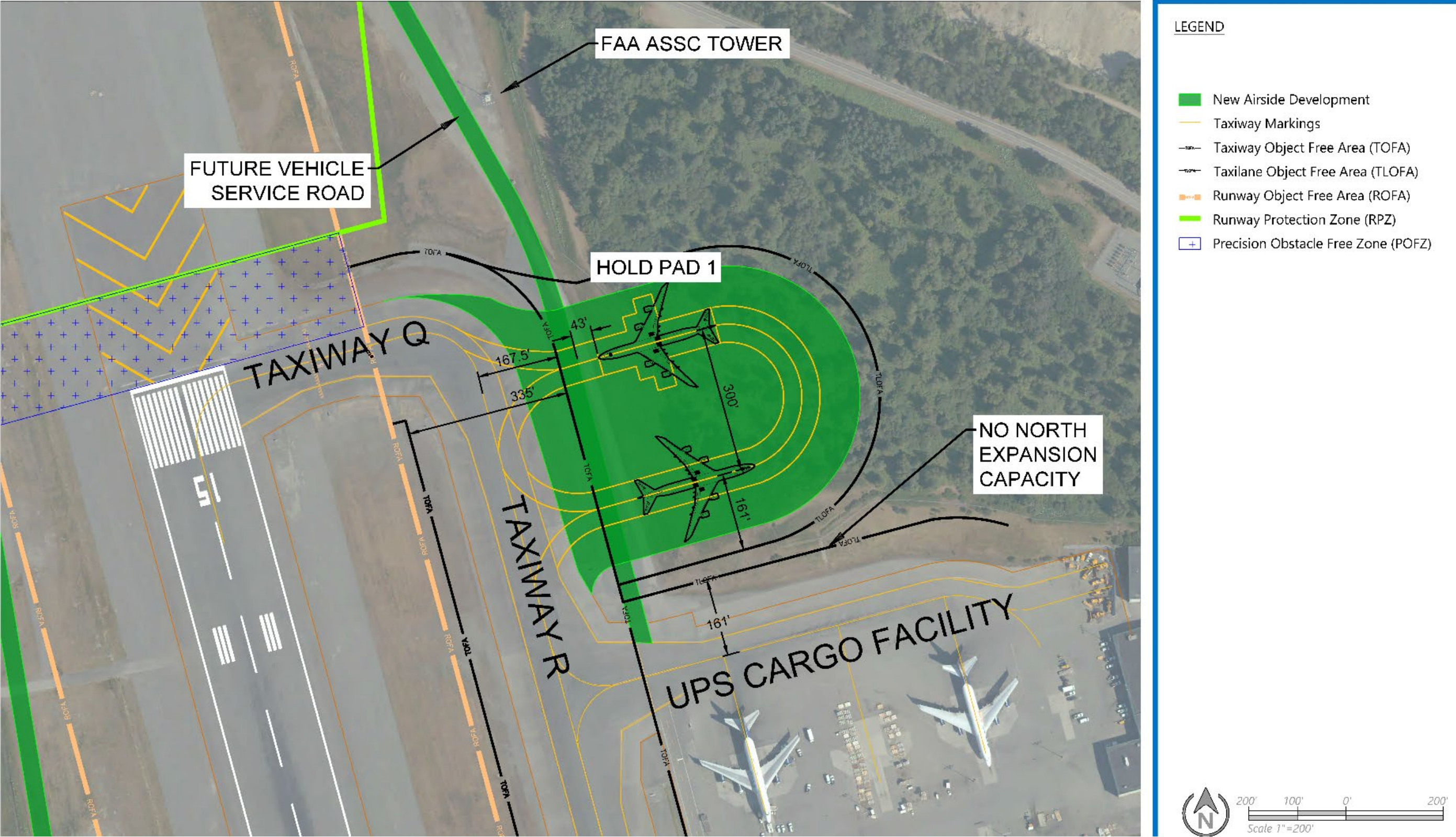
The North Airpark Hold Pad concept evaluation is based on the impact on surrounding property and the efficiency of land development. Concept 1 and Concept 2 would impede the UPS Cargo Facility from expanding the apron to the north which dismissed those concepts from further analysis. Concept 3 would minimize development compared on Concept 4. Concept 3 would reduce the amount of earthwork resulting in a lower construction cost. North Airpark Hold Pad Concept 3 is the preferred alternative and is integrated in the Preferred Airport Alternative.

Figure 5-29
North Airpark Hold Pad Concept 1



Source: RS&H, 2024

Figure 5-30
North Airpark Hold Pad Concept 2



Source: RS&H, 2024

Figure 5-31
North Airpark Hold Pad Concept 3

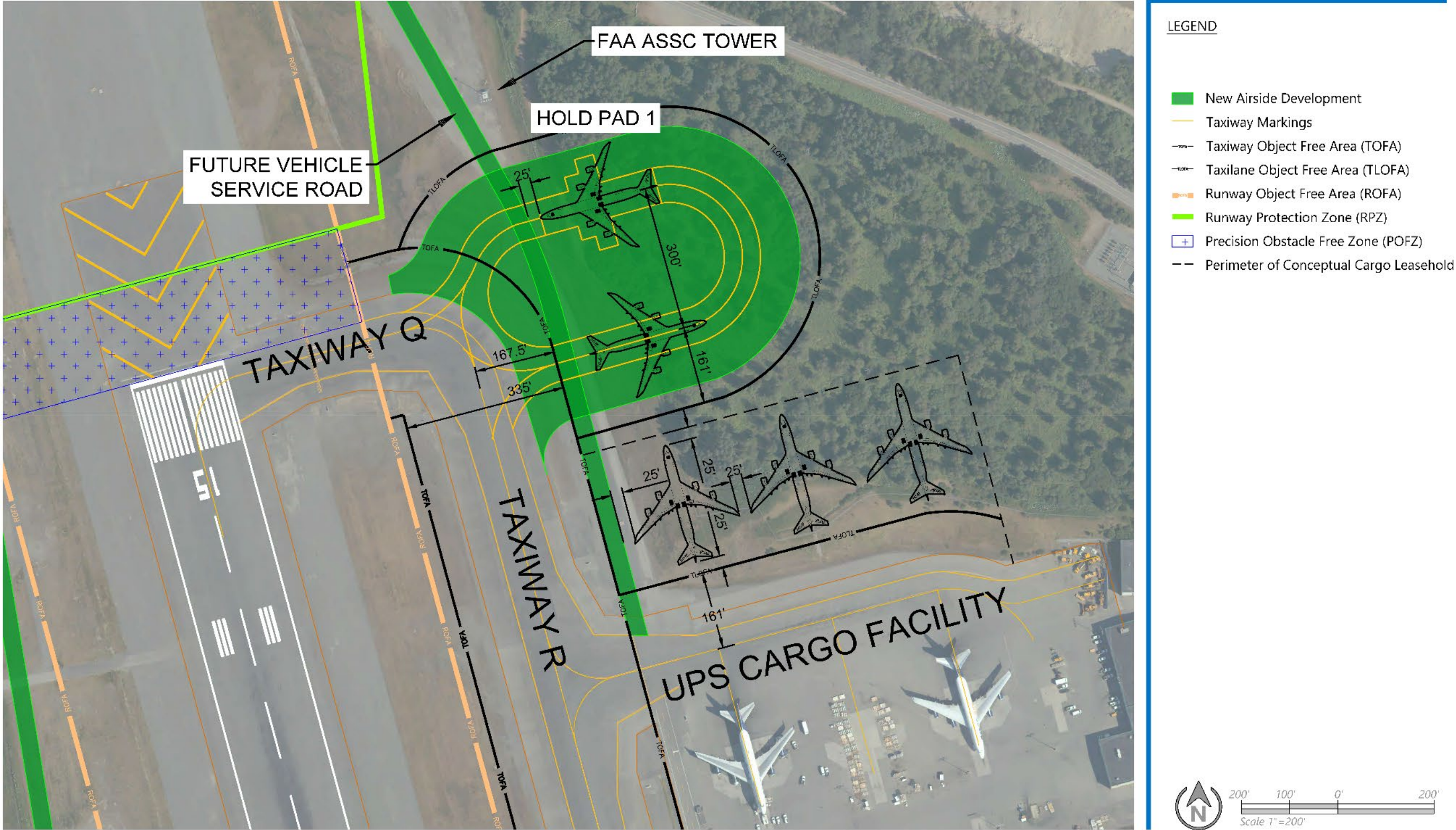
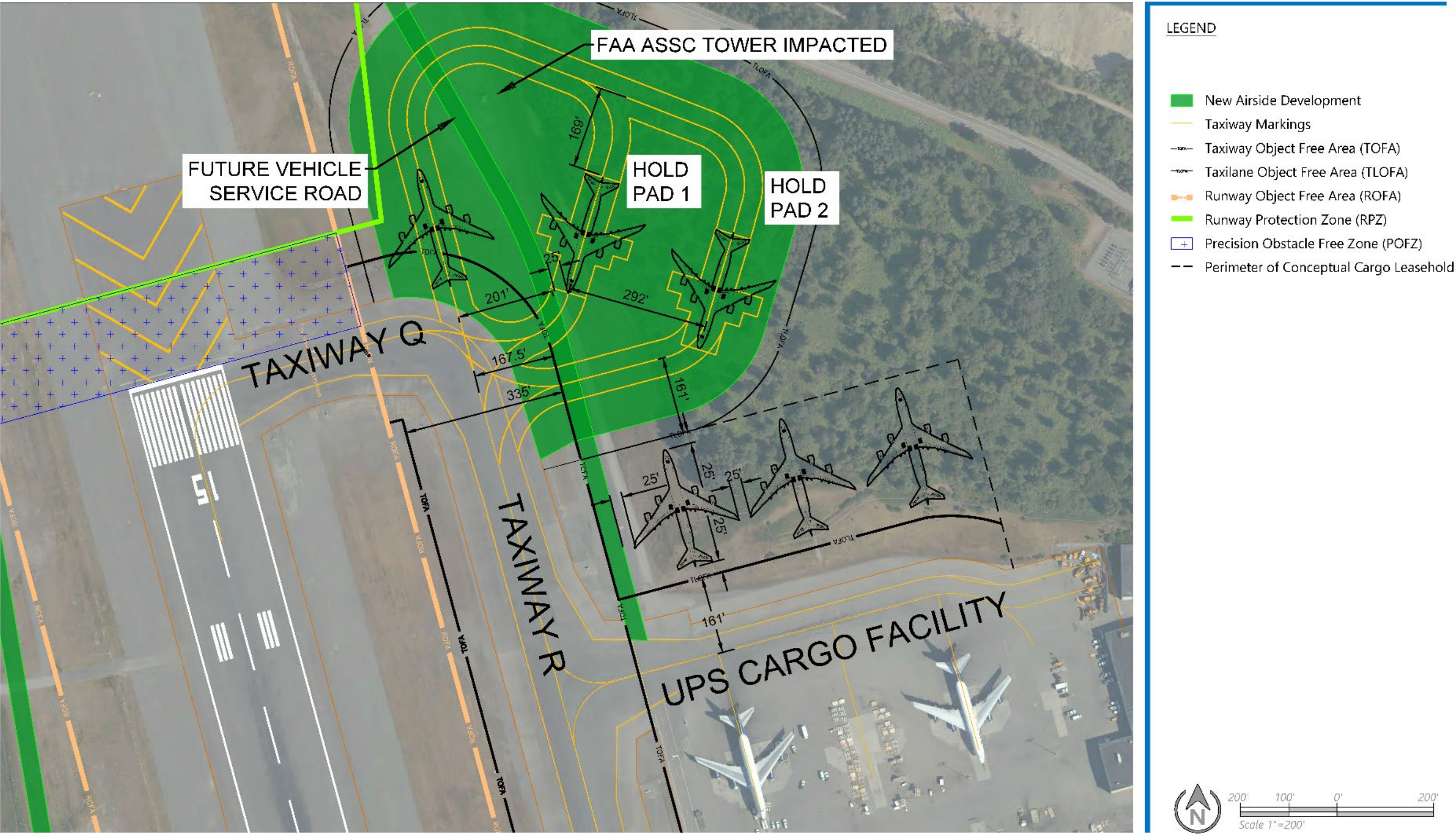


Figure 5-32
North Airpark Hold Pad Concept 4



Source: RS&H, 2024

5.3 Passenger Terminal Concepts

Passenger Terminal Concepts were prepared based on terminal gate and building requirements outlined in the **Chapter 4, Facility Requirements**, aiming to meet forecast demand. PAL 1 calls for 1 to 3 additional or upgraded gates, while PAL 3 requires 8 new gates. Both current conditions and PAL 1 necessitate more security screening checkpoint lanes and expanded outbound baggage handling areas. PAL 3 specifies the need for additional airline ticketing space and expanded outbound baggage screening facilities. Multiple terminal concepts were prepared to increase gate capacity and provide extra space for specific functional areas of the terminal building. These concepts are designed to accommodate PALs projected demand and improve overall functionality within the existing terminal infrastructure.

These concepts were to primarily evaluate the terminal building and gate areas; however, landside facility and roadway analysis was also conducted simultaneously to address associated facility demand, such as curbside congestion and vehicle parking.

5.3.1 Passenger Terminal Concept 1 – A/B Concourse (PAL 2)

Passenger Terminal Concept 1 involves a dual-use approach of the A Concourse to accommodate both regional intrastate carriers and passenger service carriers bound for the Lower 48. Currently, the A Concourse serves as a ground loading area for regional intrastate turboprop aircraft, where passengers board the aircraft directly from the apron. Previously, the upper level of the Concourse, which is currently inactive, featured two gates equipped with passenger boarding bridges designed for larger narrow-body aircraft.

This concept proposes reactivating the upper level by reintroducing boarding bridges at the eastern side of the A Concourse. This aims to optimize A Concourse gate utilization during the nighttime hours. Regional intrastate carriers at ANC predominantly operate during daytime hours. Conversely, jet passenger service carriers serving the Lower 48 states from ANC predominantly operate during the overnight hours.

In Concept 1, the A Concourse will continue its daytime role, accommodating regional intrastate carriers with ground-loading operations. During nighttime operations, two gates on the eastern side will utilize boarding bridges to board passengers on jet aircraft bound for the Lower 48 states. Passenger Terminal Concept 1 is depicted in **Figure 5-33**.

5.3.2 Passenger Terminal Concept 2 – B Concourse / North Terminal (PAL 3)

Passenger Terminal Concept 2 explores expanding the B Concourse, which is identified as the "B Bump-Out." This expansion aims to enhance the existing gates in the southeast portion of the B Concourse and provide space for an additional gate. Currently, the B Concourse is equipped

with two gates in the area the B Bump-Out is proposed to be constructed: B10, which has a boarding bridge, and B11, which does not. Gate B10 lacks a dedicated holdroom for departing passengers, who currently must wait in other areas of the Concourse or circulation zones.

This concept proposes enhancing Gates B10 and B11 and adding a new gate through a B Concourse expansion. This expansion includes holdroom spaces for existing Gates B10 and B11, as well as the new gate. The primary goal of this concept is to ensure that these three gates provide the same Level of Service as other gates in the B Concourse. By integrating holdroom spaces, it centralizes passenger waiting areas and eliminates the need for passengers to wait in dispersed areas of the Concourse. Passenger Terminal Concept 2 is depicted in **Figure 5-34**.

5.3.3 Passenger Terminal Concept 3 – A/B Concourse (PAL 3)

Passenger Terminal Concept 3 builds upon the B Bump-Out expansion proposed in Concept 2 and introduces a redevelopment plan for the A Concourse. This involves demolishing the existing A Concourse and reconstructing it as an in-line extension of the existing terminal building. The new A Concourse would exclusively cater to narrow-body aircraft, effectively replacing its current role for turboprop aircraft serving regional intrastate carriers. These carriers would be relocated to the south side of the North Terminal where they would maintain their ground boarding operations.

In addition to the terminal improvements, this concept considers converting Lot F into a parking garage. An overhead pedestrian walkway is proposed to connect the parking garage directly to the South Terminal, enhancing passenger convenience and accessibility within the terminal complex.

The primary goal of Concept 3 is to accommodate the eight new gates required by PAL 3. This would be achieved by both the B Bump-Out expansion and the new parallel A Concourse. Moving intrastate regional carriers to the North Terminal would free up space for developing the new A Concourse, thereby enhancing terminal capacity of the South Terminal. Passenger Terminal Concept 3 is depicted in **Figure 5-35**.

5.3.4 Passenger Terminal Concept 4 – B/D Concourse (PAL 3)

Passenger Terminal Concept 4 involves a dual-phase approach to meet the PAL 3 terminal requirements. The initial phase involves constructing the previously proposed B Bump-Out by PAL 2. In PAL 3, the construction of a new D Concourse is proposed to accommodate the additional gate demand. A new D Concourse would extend perpendicularly from the existing C Concourse towards the airfield.

The integration of the D Concourse aims to consolidate the terminal into a single building, ultimately replacing the function of the North Terminal and ensuring consistent Level of Service for all passengers. This setup centralizes passenger arrivals at a unified landside area providing access to the A Concourse, B Concourse, C Concourse, or D concourses from one centralized location.

Despite its benefits, Concept 4 presents several challenges. Constructing the new D Concourse would necessitate the closure of three to four existing C Concourse gates. Additionally, an enabling project to the D Concourse construction involves the closure of airport-managed cargo parking spots R2, R3, and R4. It also impacts existing Taxilanes E1, E2, and E3. Operationally, the D Concourse introduces challenges in snow clearance due to its perpendicular design due to the single alley taxilanes between the D Concourse and the B Concourse, as well as the D Concourse and the North Terminal. Unlike large open spaces that facilitate efficient snow removal, the single alley taxilanes make it difficult to clear snow while aircraft operations are underway. Passenger Terminal Concept 4 is depicted in **Figure 5-36**.

5.3.5 Passenger Terminal Concept 5 – D Concourse (PAL 3)

Passenger Terminal Concept 5 builds upon the foundation of Passenger Terminal Concept 4 by proposing a larger D Concourse and omitting the construction of the B Bump-Out. The larger D Concourse in this concept extends further towards Taxiway E and is designed to fully meet the gate requirements specified in PAL 3.

Like Concept 4, this concept presents the same benefits and challenges. Concept 5 aims for a unified terminal structure, ensuring consistent service by centralizing passenger arrivals and processing functions. This setup provides streamlined access to A Concourse, B Concourse, C Concourse, or D Concourse from a centralized location. Like Concept 4, the challenges in this concept include the impacts to existing C Concourse gates, existing cargo parking positions R2, R3, and R4, as well as existing Taxilanes E1, E2, and E3. The presence of single alley taxilanes between the new D Concourse and neighboring areas like the B Concourse and the North Terminal poses challenges for efficient snow removal. Passenger Terminal Concept 5 is depicted in **Figure 5-37**.

5.3.6 Passenger Terminal Concept 6 – North Terminal Gate Reactivation

Passenger Terminal Concept 6 focuses on reactivating the eight gates at the North Terminal to fulfill the PAL 3 terminal gate requirements. Currently, the North Terminal primarily serves as overflow parking for cargo aircraft when the “P” or “R” RON parking spots are occupied. However, during the summer, international passenger airline arrivals use the North Terminal as this is where the Federal Inspection Services (FIS) facility is located. Passengers deplane at the North Terminal then the aircraft is tugged to the South Terminal for departures.

Concept 6 does not propose any infrastructure changes to connect the North Terminal and South Terminal. Passengers departing from either terminal would need to arrive at their respective landside areas. Concept 6 presents challenges since this setup requires passengers transferring between terminals to exit the secure area of one terminal and either walk or take a shuttle to the other terminal. Passenger Terminal Concept 6 is depicted in **Figure 5-38**.

5.3.7 Passenger Terminal Concept 7 – North Terminal (PAL 3)

Passenger Terminal Concept 7 proposes enhancements to the North Terminal and South Terminal, aiming to improve passenger Level of Service by integrating major infrastructure changes. Like Concept 6, Concept 7 focuses on reactivating the gates at the North Terminal. However, it introduces a new E Concourse that connects the North Terminal and South Terminal. This concept allows passengers transferring between flights at different terminals to remain within the secure area. To further enhance passenger service, Concept 7 includes repurposing the existing ATCT site into a parking garage, with a covered pedestrian walkway connecting it to the new terminal expansion.

Concept 7 involves realigning the terminal loop road to improve landside access for both terminals. Currently, the main terminal loop road, International Airport Rd, only loops around the South Terminal. Passengers needing to access the North Terminal must merge onto Postmark Dr quite early in the loop road. The proposed realignment would extend the loop road to encompass both terminals, eliminating the need for passengers bound for the North Terminal to merge onto Postmark Dr.

The realignment of the loop road presents challenges as it would impact existing landside infrastructure. Postmark Dr would also need to be reconfigured which would impact an existing aircraft parking area at Lake Hood Airport. Additionally, Taxilane V would necessitate realignment to accommodate the new loop road alignment. Passenger Terminal Concept 7 is depicted in **Figure 5-39**.

5.3.8 Passenger Terminal Concept 8 – Ultimate Concept

Passenger Terminal Concept 8 represents a concept that exceeds the PAL demand outlined in the **Chapter 4, Facility Requirements**, featuring more gates than required during the planning period. This concept combines elements from previous concepts, integrating both the D Concourse and E Concourse configurations. The construction sequence of these concourses is flexible, offering the ability to prioritize based on operational needs.

Concept 8 also adopts the new terminal loop road alignment introduced in Concept 7, ensuring efficient access to both terminals via a unified roadway system. It includes constructing parking

garages at existing Lot C and Lot A/B locations, with a covered pedestrian walkway linking the Lot A/B garage directly to the terminal. Similar to Concept 7, realignment of Postmark Dr and Taxilane V would be necessary to accommodate the new terminal loop road which would impact existing aircraft parking arrangements at Lake Hood Airport.

While Concept 8 exceeds current PAL requirements, it showcases the potential for optimizing passenger service and gate capacity within the terminals. This concept sets a benchmark for future terminal expansion, aiming to elevate operational efficiency and passenger service at the Airport. Passenger Terminal Concept 8 is depicted in **Figure 5-40**.

Figure 5-33
Passenger Terminal Concept 1 – A/B Concourse (PAL 2)



Source: RS&H, 2024

Figure 5-34
Passenger Terminal Concept 2 – B Concourse / North Terminal (PAL 3)



Source: RS&H, 2024

Figure 5-35
Passenger Terminal Concept 3 – A/B Concourse (PAL 3)



Source: RS&H, 2024

Figure 5-36
Passenger Terminal Concept 4 – B/D Concourse (PAL 3)



Source: RS&H, 2024

Figure 5-37
Passenger Terminal Concept 5 – D Concourse (PAL 3)



Source: RS&H, 2024

Figure 5-38
Passenger Terminal Concept 6 – North Terminal Gate Reactivation



Source: RS&H, 2024

Figure 5-39
Passenger Terminal Concept 7 – North Terminal (PAL 3)



Source: RS&H, 2024

Figure 5-40
Passenger Terminal Concept 8 – Ultimate Concept



Source: RS&H, 2024

5.3.9 Passenger Terminal Concept Refinement

The passenger terminal concept evaluation was completed by the Master Plan team in coordination with Airport staff to identify the passenger terminal concepts to proceed to refinement. This evaluation was outlined by the goals and objectives established in the Goals and Objectives Chapter, as well as more specific items within each category in the Chapter.

The evaluation process begins with passenger terminal Concept 1 through Concept 7. Concept 8 was omitted from the evaluation because it was only intended to demonstrate an ultimate condition outside of the Master Plan's 20-year horizon. The goal of the evaluation is to determine which of the seven concepts meets the primary objectives of the passenger terminal facility requirements and eliminate the other concepts from further consideration.

The evaluation includes two criteria which represent the primary objectives, as described below:

- Effective snow operations can be conducted (snow removal operations and deicing)
- Construction phasing does not severely impact airport operations or capacity during construction period

The first objective is motivated by the need to support efficient, safe operations during challenging winter weather conditions at ANC. If the conceptual terminal layout is not conducive to efficient snow removal operations, then another concept must be selected.

The second objective reflects of the Airport's needs for continuous operational efficiency during construction. Concepts that require construction that would heavily disrupt day-to-day operations of the terminal or reduce capacity of the gates are not to be considered further.

Each concept was evaluated against the criteria on a Pass/Fail scale of measurement. A "Pass" results if the alternative satisfies both criteria. A "Fail" results if the alternative does not satisfy one or both criteria, which eliminates the concept from further consideration.

Concept 4 and Concept 5 do not satisfy the effective snow operations criteria. The shape of the D Concourse, the proposed additional concourse for the supplemental gates to meet facility requirements, introduces geometry that would prove challenging for snow removal, temporary snow storage, and protecting ground support equipment (GSE) from precipitation such as snow and ice. Concourse D creates a relatively enclosed area with the north B Concourse gates, the A Concourse gates, and the south D Concourse gates to form a "U" shape on the terminal apron. Concept 3 and Concept 6 do not satisfy the construction phasing capacity criteria. Concept 3 requires major improvements at the A Concourse, as well as some impact to B Concourse gates

that are in proximity to A Concourse gates. Implementation of gates in these locations would reduce existing gate capacity during its construction. Concept 6 would require the North Terminal to close while the necessary building and interior renovations occur. This would require the North Terminal to be closed to both passenger and tech stop traffic. Concept 6 also does not connect the North Terminal building and South Terminal building, making passenger access between the buildings difficult. The evaluation for the passenger terminal concepts is summarized in **Table 5-3**.

Table 5-3
Passenger Terminal Evaluation Results

Criteria	Concept 1	Concept 2	Concept 3	Concept 4	Concept 5	Concept 6	Concept 7
Effective snow operations (snow removal operations, deicing)	✓	✓	✓	✗	✗	✓	✓
Construction phasing does not reduce Airport gate capacity	✓	✓	✗	✓	✓	✗	✓
Alternative Retained for Further Consideration	✓	✓	✗	✗	✗	✗	✓

Note: Cells with blue background indicate concepts that satisfy all primary evaluation criteria and proceed to secondary evaluation.
Source: RS&H Analysis, 2024.

This evaluation determined that Concept 1, Concept 2, and Concept 7 are the preferred concepts. Concept 2 advanced as Alternative 2 and remained largely identical to what was described in the concept phase. The following improvements were made to Concept 1 and Concept 7 based on additional analysis and Airport staff / stakeholder input.

- Alternative 1
 - A/B Concourse modified to provide more ground boarding positions for the intrastate carriers to better fit the needs of the Airport and commercial service operators
- Alternative 7
 - The “E Concourse” evolved into an extension of the C Concourse.
 - Many of the landside aspects of this concept, that are not part of the terminal building itself, may be changed or not included.

The preferred alternative is depicted in **Figure 5-41**.

Figure 5-41
Terminal Building Preferred Alternative



Source: RS&H, 2024

5.4 Landside Concepts

The initial landside alternative concepts aim to meet the infrastructure needs outlined in **Chapter 4, Facility Requirements** and ensure operational efficiency during peak activity periods. Key focus areas include addressing vehicle parking requirements and managing roadway congestion.

An additional 600 vehicle parking spaces are required to meet the existing and PAL 1 demand for travelers. For PAL 3, an additional 2,000 vehicle parking spaces are necessary to accommodate the increased demand from both travelers and employees. During peak periods associated with PAL 3, congestion on the terminal loop road poses a challenge. Resolving this congestion is vital to ensure efficient traffic flow and enhance the passenger experience.

At the time of drafting this document (February 2025), an independent effort is ongoing to site a location for a new ATCT facility for ANC. The preliminary site has been identified as the existing C Parking lot for LHD. This planned relocation of the ATCT facility will enable opportunities for repurposing the existing ATCT site once the proposed ATCT facility begins operations.

5.4.1 Landside Concept 1

Landside Concept 1 prioritizes the improvement of current landside infrastructure while preserving the integrity of the terminal loop road (International Airport Road). Central to this approach is relocating the current ATCT site to the C Parking aircraft tie-downs area, creating opportunities for repurposing the old site. Plans include the construction of new facilities such as a parking garage and/or hotel at both the current ATCT site and Lot F. Lot B is an additional area identified for landside redevelopment potential. This concept also considers a southward expansion of the Park, Ride, & Fly Lot. Landside Concept 1 is depicted in **Figure 5-42**.

5.4.2 Landside Concept 2

Landside Concept 2 proposes roadway realignments aimed at addressing anticipated congestion on the terminal loop road and improving traffic flow within ANC's landside areas. Central to this alternative is the rerouting of the Terminal loop road (International Airport Road) to encircle the North Terminal, thereby improving passenger accessibility. Concurrently, Postmark Drive is realigned to accommodate the rerouted terminal loop. These adjustments impact a segment of existing Lot D and sections of the A Parking and B Parking aircraft tie-down areas at Lake Hood Airport. Landside Concept 2 is depicted in **Figure 5-43**.

Concept 2 considers vehicle parking development that mirror those in Concept 1. The ongoing plan to relocate the ATCT that is separate from this Master plan, which would relocate the facility to C Parking, would enable potential development of new parking garage and/or hotel

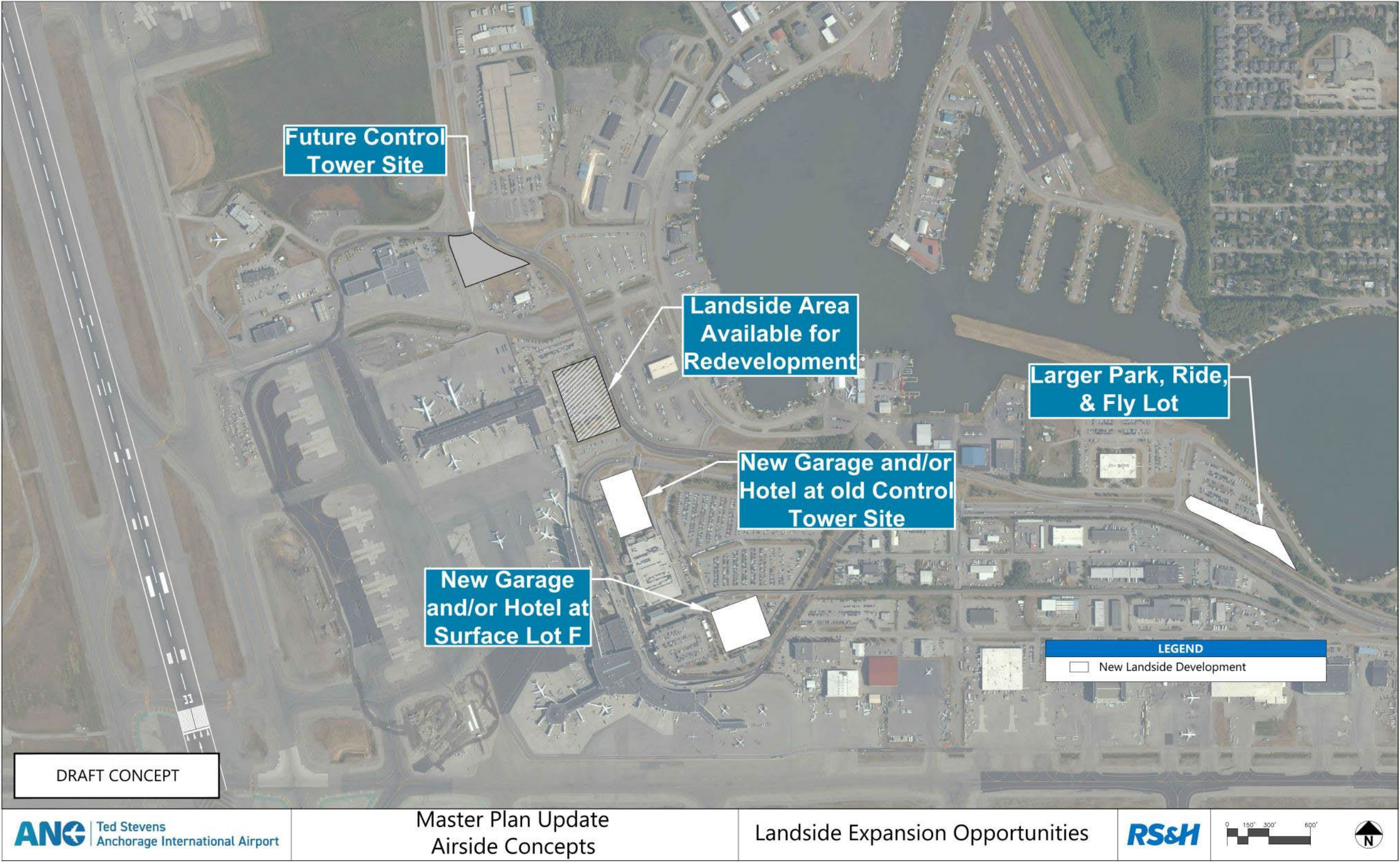
facilities at the current ATCT site and Lot F. Opportunities for landside redevelopment include the existing Lot B, and the Park, Ride, & Fly Lot is proposed for expansion southward. Alternative 2 aims to mitigate terminal loop road congestion while minimizing impacts to current landside infrastructure.

5.4.3 Landside Concept Evaluation

The differentiating factor between Landside Concept 1 and Landside Concept 2 is the new roadway configuration, also known as the New terminal loop road. Although this new roadway configuration could address traffic flow and congestion concerns, it results in significant impact to several existing facilities. Therefore, Concept 2 was dismissed from further consideration and Concept 1 was selected for advancement.

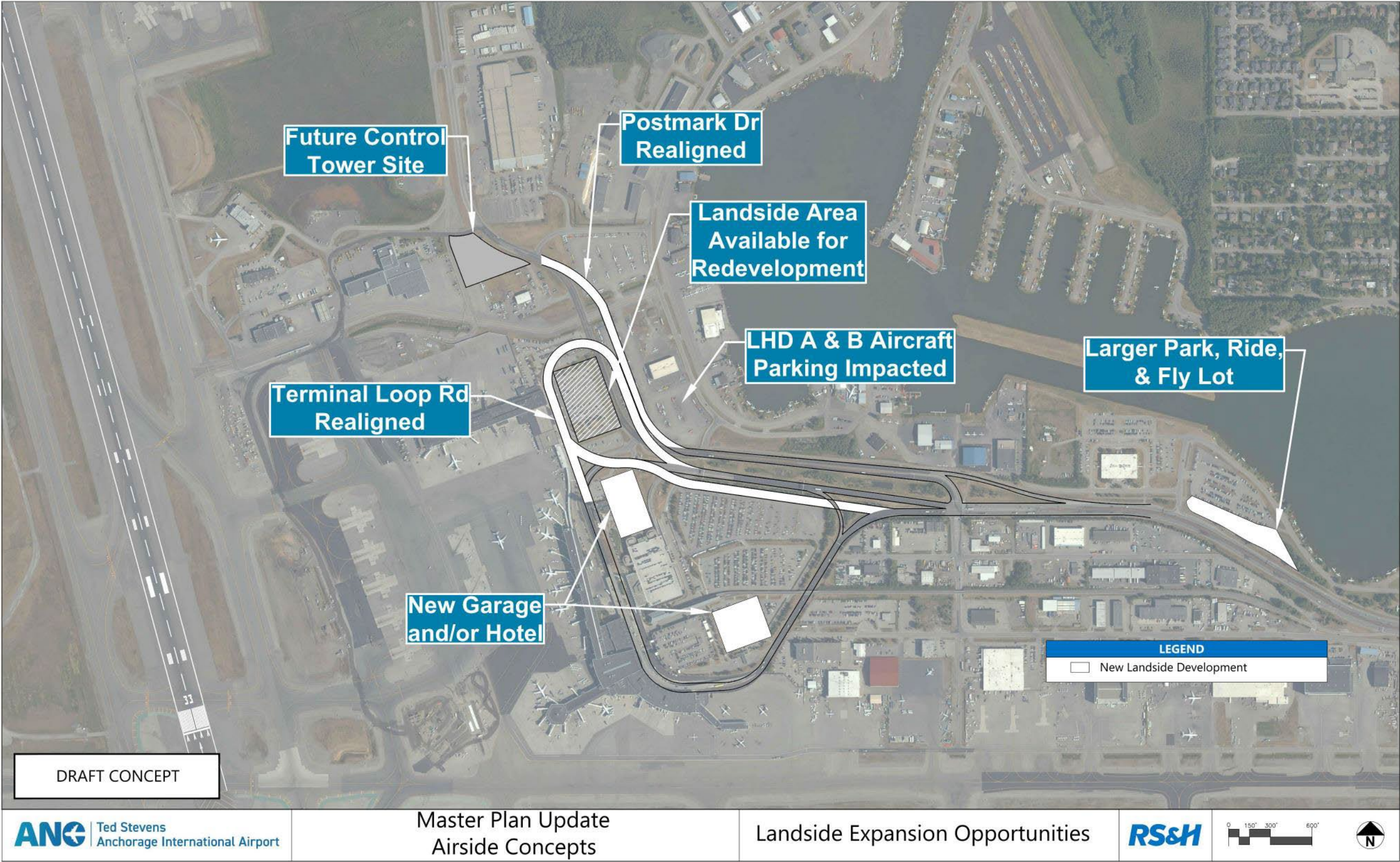
The New terminal loop road may be implemented at a later time; however, further analysis is needed to fully explore the impact and cost of the potential future implementation.

Figure 5-42
Landside Concept 1



Source: RS&H, 2024

Figure 5-43
Landside Concept 2



Source: RS&H, 2024

5.5 Support Facilities

The concepts for the Airport's support facilities were prepared to enhance the efficiency and capacity of support key focus areas, ensuring they can meet both current needs and future demands as outlined in the **Chapter 4, Facility Requirements**. Key focus areas include GA development, Fire & Safety facilities, and snow storage sites.

GA requirements indicate that an additional 3 acres of GA development is necessary to meet current needs, with PAL 3 requiring an additional 10 acres.

The existing Fire & Safety Building (also referred to as Station 1) is approximately 30 years old. It requires expansion and modernization to continue supporting safety and security functions effectively.

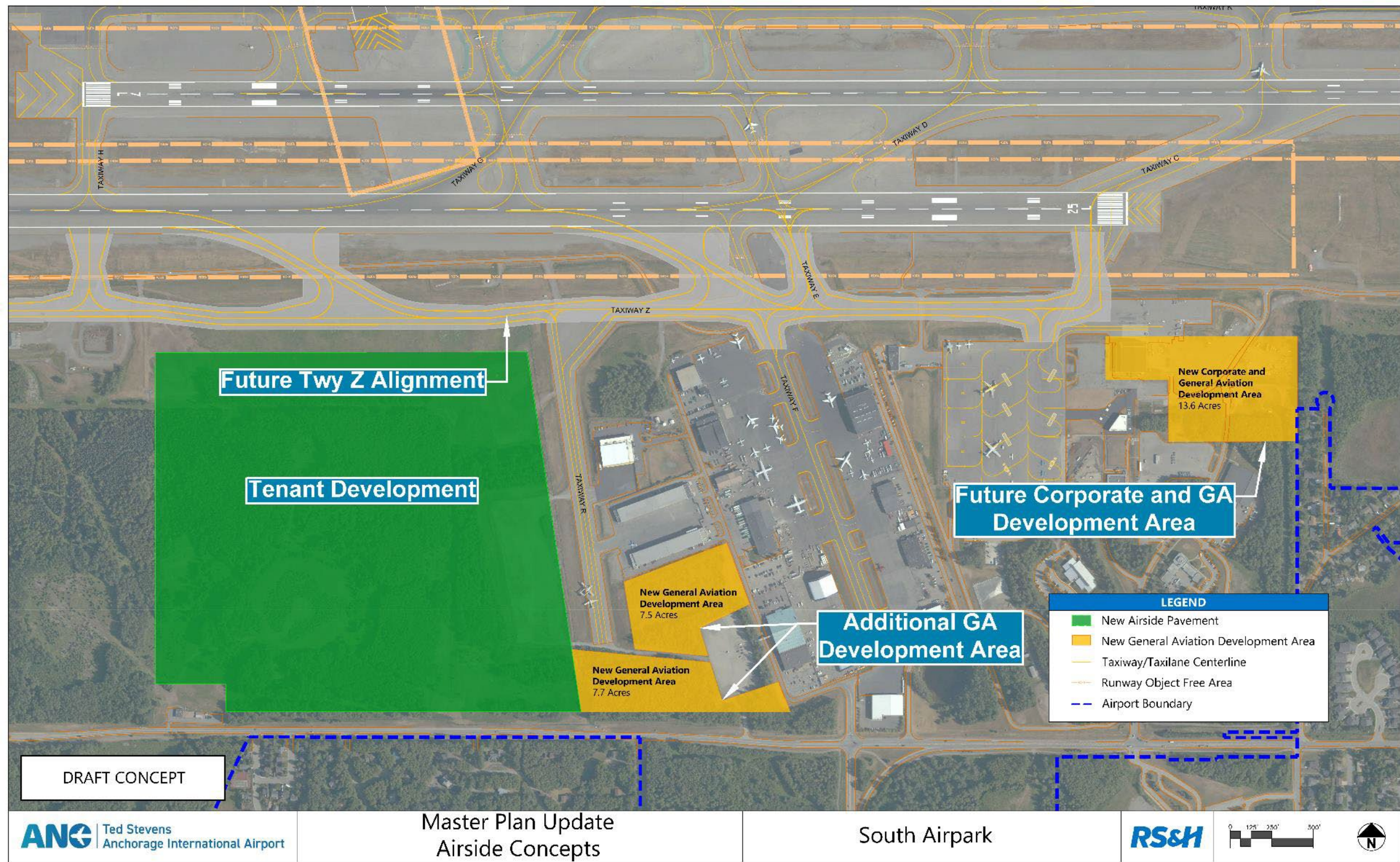
Ensuring ample snow storage areas is essential to maintain operational readiness during winter conditions and facilitate efficient snow removal operations.

5.5.1 South Airpark Support Facilities Preliminary Alternative

In the South Airpark Support Facilities Preliminary Alternative, key developments are proposed to enhance GA and corporate aviation facilities. A new area for corporate and GA development is designated south of Taxiway Z near the threshold of Runway 25L, covering approximately 13.6 acres. Additionally, there are plans to establish two more GA development zones: one covering approximately 7.7 acres south of the north-south segment of Taxiway Z, and another covering approximately 7.5 acres located east of this same taxiway segment. This alternative includes a potential tenant development site NorthLink, which is located west of the South Airpark Apron. These planned concepts are designed to expand and optimize the South Airpark's support facilities, catering to current demands and future growth in general and corporate aviation activities. The South Airpark Support Facilities Preliminary Alternative is depicted in **Figure 5-44**.

The sites for corporate and GA development total approximately 15 acres, roughly double the amount established in **Chapter 4, Facility Requirements**. This was done due to the nature of the development of potential facilities at these sites. As they are planned to be corporate or GA development, they are tenant-lead and therefore would be constructed by non-airport organizations, such as companies or private developers. By identifying a surplus of space, this grants flexibility in development opportunities to these organizations and the Airport.

Figure 5-44
South Airpark Support Facilities Preliminary Alternative



Source: RS&H, 2024

5.5.2 Renovate and Expand Fire & Safety Station 1

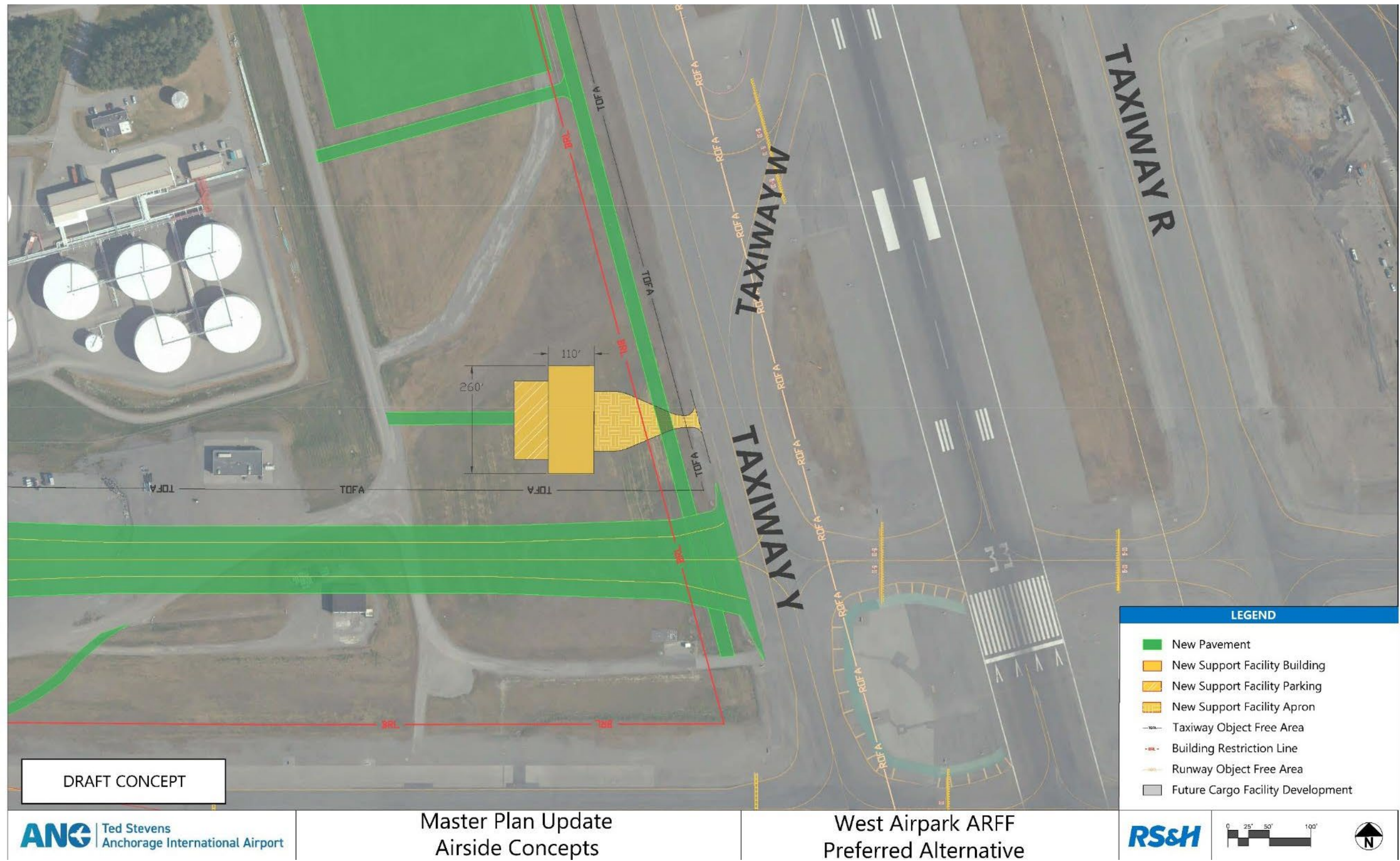
The Master Plan recommends a concept for Station 1 to undergo an interior renovation and building expansion, improving the policing functions within the building. The renovation and expansion in this recommended concept would include better information technology infrastructure, detainee hold rooms, evidence storage, and accommodations for 24/7 facility staffing for Fire & Safety functions and staff. Dispatch services, which are currently provided in the North Terminal, would also relocate into Station 1. These improvements would address facility requirements that currently exist.

5.5.3 Relocate ARFF Facility Station 2

Station 2, which houses Fires & Safety functions in support of Station 1, is located in the South Airpark. The Master Plan recommends a facility concept that would relocate Station 2 to meet facility requirements and promote more orderly and effective development in both South Airpark and West Airpark. This concept would relocate the facility to the West Airpark, west of Taxiway Y and North of Taxiway K.

The new station would have permanent, 24/7 staffing for Fire & Safety services and personnel. This station would serve as the primary response area, including satisfying the FAA Part 139 response time. The station would be capable of storing six ARFF vehicles inside the apparatus bay. The conceptual siting and layout of this facility is depicted in **Figure 5-45**.

Figure 5-45
West Airpark ARFF Preferred Alternative



Source: RS&H, 2024

5.6 Preferred Alternatives

The airport's development plan combines the preferred alternatives from the four functional areas: Airside, Terminal, Landside, and Support Facilities. These recommendations evolved from the initial concepts following a thorough iterative process that incorporated feedback from Airport staff and public input sessions. The Preferred Alternative Overview is depicted in **Figure 5-46**.

5.6.1 Airside

The Airport's recommended airside development strategy centers on two key focus areas: runways and air cargo facilities. The Preferred Alternative preserves land for a future potential 4th runway to meet anticipated demand, ensuring operational capacity under PAL 3 conditions. The Preferred Alternative includes initiatives for tenant cargo development and the expansion of the West Airpark to enhance Airport-managed cargo areas. These initiatives aim to upgrade existing cargo facilities, accommodate growth, and strengthen the Airport's position as a vital hub for cargo aviation.

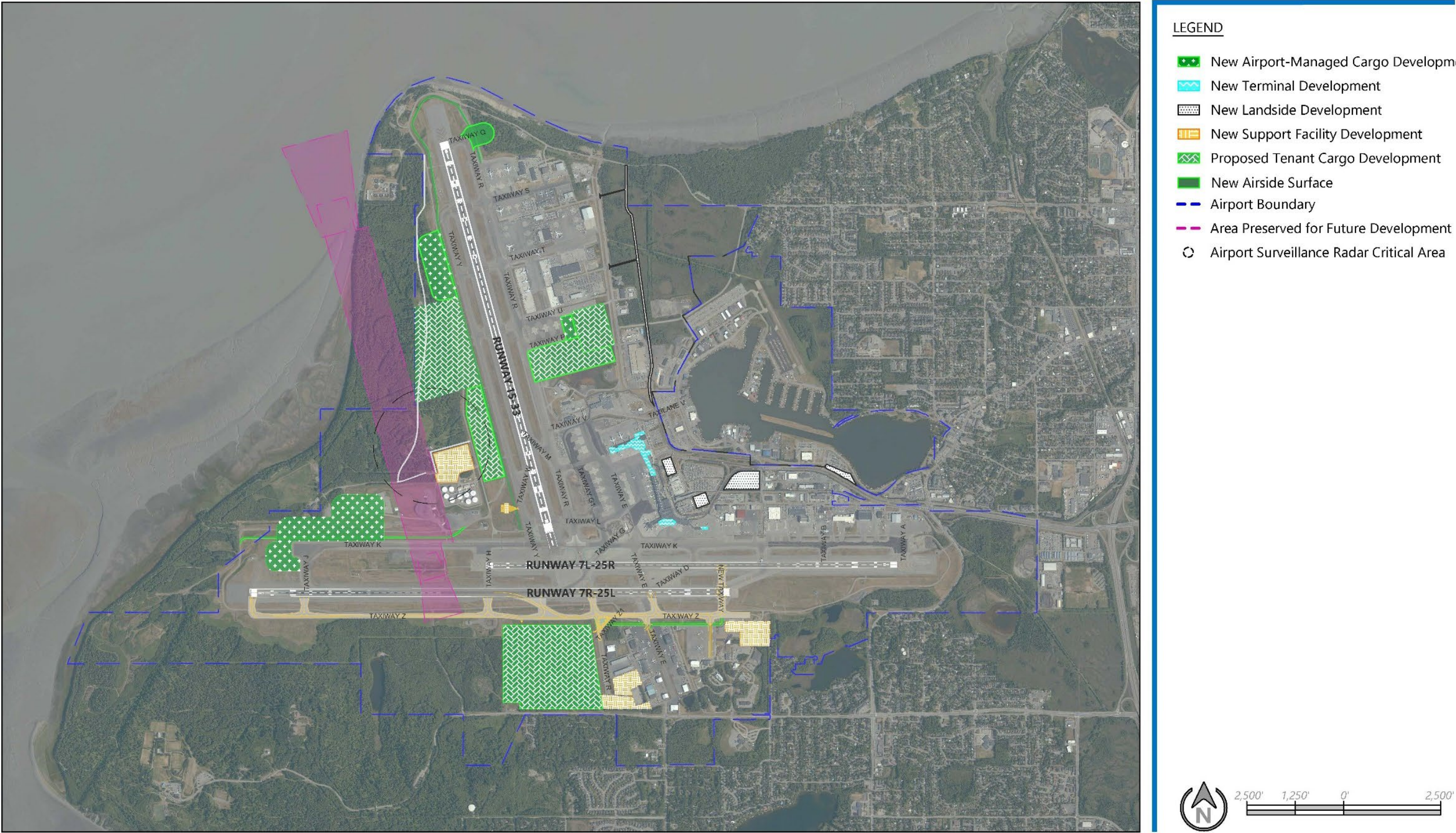
The Preferred Air Cargo Alternative aims to meet future cargo parking demand and reduce airfield congestion by facilitating development areas for both tenant and Airport-managed cargo operations.

The Preferred Alternative designates areas in the North Airpark, South Airpark, and West Airpark for tenant cargo development. ACCS, and FedEx are the designated tenants for cargo development in the North Airpark, while NorthLink will occupy the development area in the South Airpark. There is also planned tenant cargo development in the West Airpark.

The Preferred Alternative proposes relocating these spots gradually to the West Airpark. Two designated areas have been proposed for cargo development. One is proposed west of Taxiway Y based on the West Airpark Taxiway Y Cargo Apron Preferred Alternative and another is proposed north of Taxiway K based on the West Airpark Taxiway K Cargo Apron Preferred Alternative. The West Airpark Taxiway Y Cargo Apron Preferred Alternative will be phased for development before the West Airpark Taxiway K Cargo Apron Preferred Alternative, as it has preferable visibility, landside access, and construction requirements. This relocation will free space in the North Airpark and Terminal Area, reducing airfield congestion and potentially allowing for increased snow storage and centralized deicing capabilities in the terminal area.

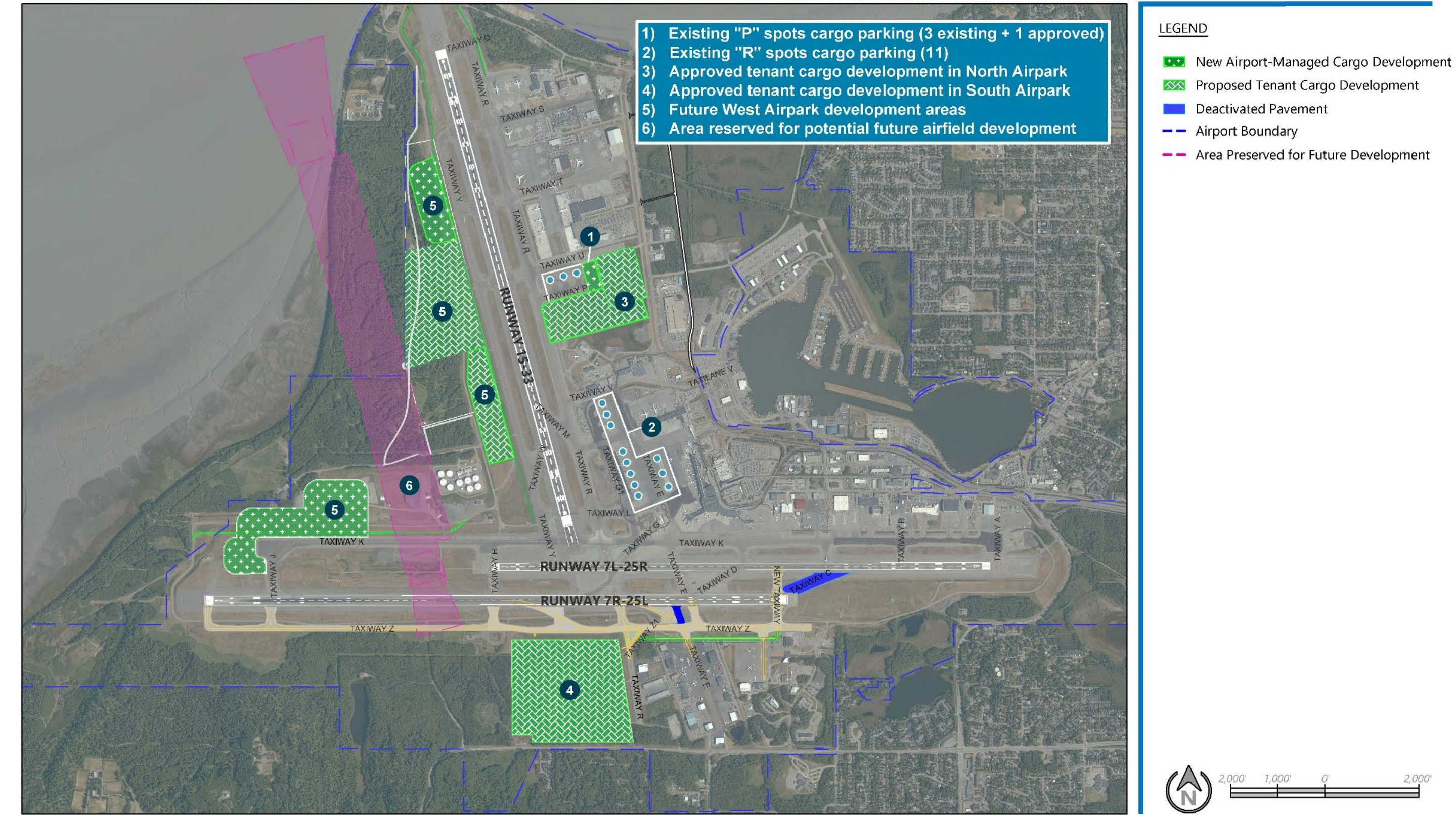
The Preferred Airside Alternative is depicted in **Figure 5-47**.

Figure 5-46
Preferred Alternative Overview



Source: RS&H, 2024

Figure 5-47
Preferred Airside Alternative



Source: RS&H, 2024

5.6.2 Passenger Terminal

The Preferred Passenger Terminal Alternative was developed to manage growing demand and fulfill terminal facility needs identified for each PAL. It incorporates several refined components from initial concepts and unfolds across three phases, each intended to address specific operational demands corresponding to their respective PALs. **Figure 5-48** provides an overview of the Preferred Terminal Alternative, showing each area corresponding to the three phases.

5.6.2.1 Phase 1: A Concourse Expansion and B Concourse Bump-Out

Phase 1 proposes expanding the A Concourse and B Concourse to meet PAL 1 requirements. The A Concourse extension is proposed as an at-grade, single-level expansion. It proposes two new holdrooms (Gate A17 and Gate A18) and relocation of the holdroom for Gate A16 to repurpose its existing space as a circulation area. The A Concourse expansion is depicted in **Figure 5-49** and **Figure 5-50**.

The B Concourse Bump-Out spans two levels. It features an expanded upper level designed to house a larger passenger security screening checkpoint. The B Concourse Bump-Out would provide more space for a larger TSA security screening checkpoint. The larger checkpoint would support eight lanes. Additionally, the B Concourse Bump-Out relocates the holdroom for Gate B1 and introduces holdrooms for Gate B10 and Gate B11, aligning them with the Level of Service of other B Concourse gates. The upper level also provides additional space for concessions and restrooms. On the lower level, the B Concourse expansion incorporates increased capacity for inbound and outbound baggage handling. The designated areas are conceptual and may undergo adjustments during the design phase. The B Concourse Bump-Out is depicted in **Figure 5-51** and **Figure 5-52**.

The A Concourse extension adds a new turboprop aircraft position, Gate A18, while repositioning Gates A11, A13, A15, and A17 southward toward Taxiway K. This adjustment preserves their capability for power-in and power-out operations without relying on aircraft tugs. The B Concourse Bump-Out impacts the existing Gate L1 turboprop aircraft parking position. Turboprop regional intrastate carriers primarily conduct operations during the day, whereas jet passenger service carriers serving routes to the Lower 48 states typically operate at night. During daytime hours, when demand for jet gates is minimal, Gate B10 and Gate B11 remain vacant and allows for the accommodation of a turboprop aircraft at position L1. Conversely, at night, when the demand for regional intrastate carriers is minimal, Gate B10 and Gate B11 are occupied by jet aircraft and position L1 is not utilized. **Figure 5-53** depicts the conceptual daytime apron usage and **Figure 5-54** depicts the conceptual nighttime apron usage.

5.6.2.2 Phase 2: C Concourse Expansion

Phase 2 proposes extending the C Concourse to connect to the North Terminal to meet PAL 2 requirements. The upper-level expansion includes relocating Gates C7, C8, and C9, while introducing new holdrooms for new Gate C10 and Gate C11. Additional circulation and concessions space are allocated to these gates, maintaining consistent Level of Service throughout the C Concourse.

On the lower level, the extension enhances outbound baggage handling capabilities and introduces extra baggage make-up carousels. A flex space is reserved for future needs, offering adaptable solutions to meet changing operational demands. It may be possible to design the C Concourse extension such implementation does not trigger seismic retrofit of the North Terminal; however, additional analysis is required to confirm. The C Concourse expansion is depicted in **Figure 5-55** and **Figure 5-56**.

5.6.2.3 Phase 3: North Terminal Expansion

Phase 3 proposes expanding the North Terminal to meet PAL 3 requirements. The existing North Terminal has eight gates capable of accommodating widebody aircraft. The project proposes reconfiguration of the North Terminal apron and aircraft parking positions. The project would result in nine gates at the North Terminal: six domestic narrowbody gates and three widebody international swing gates

The four gates on the south side of the North Terminal and the two gates on the west side of the North Terminal would be designed as narrowbody domestic gates. The three gates on the north side of the North Terminal would be designed as swing gates. During international passenger arrivals, deplaning passengers would be directed through sterile corridors to the FIS facility for processing. For domestic arrivals, deplaning passengers would exit to the holdroom after landing. This reconfiguration ensures an increase in gate capacity without compromising the three dedicated widebody gates on the north side of the North Terminal reserved for international arrivals.

The upper-level expansion includes a larger passenger security screening checkpoint with four lanes. This creates a total of 12 screening lanes between those in the North Terminal and South Terminal. Additional circulation areas and expanded holdrooms are also included to support the operations of North Terminal gates. The lower-level expansion enhances baggage handling capabilities. Dedicated areas include a new outbound baggage make-up facility and a proposed inbound baggage area adjacent to the existing carousel. Additionally, an expanded loading dock is planned for the northeast side of the building to support a more efficient concessions receiving operations. The North Terminal Expansion is depicted in **Figure 5-57** and **Figure 5-58**.

Figure 5-48
Preferred Terminal Alternative – Overview



Source: RS&H, 2024

Figure 5-49
Preferred Terminal Alternative – A Concourse Expansion Rendering



Source: MCG Explore Design, 2025.

Figure 5-50
Preferred Terminal Alternative – A Concourse Expansion Floorplan

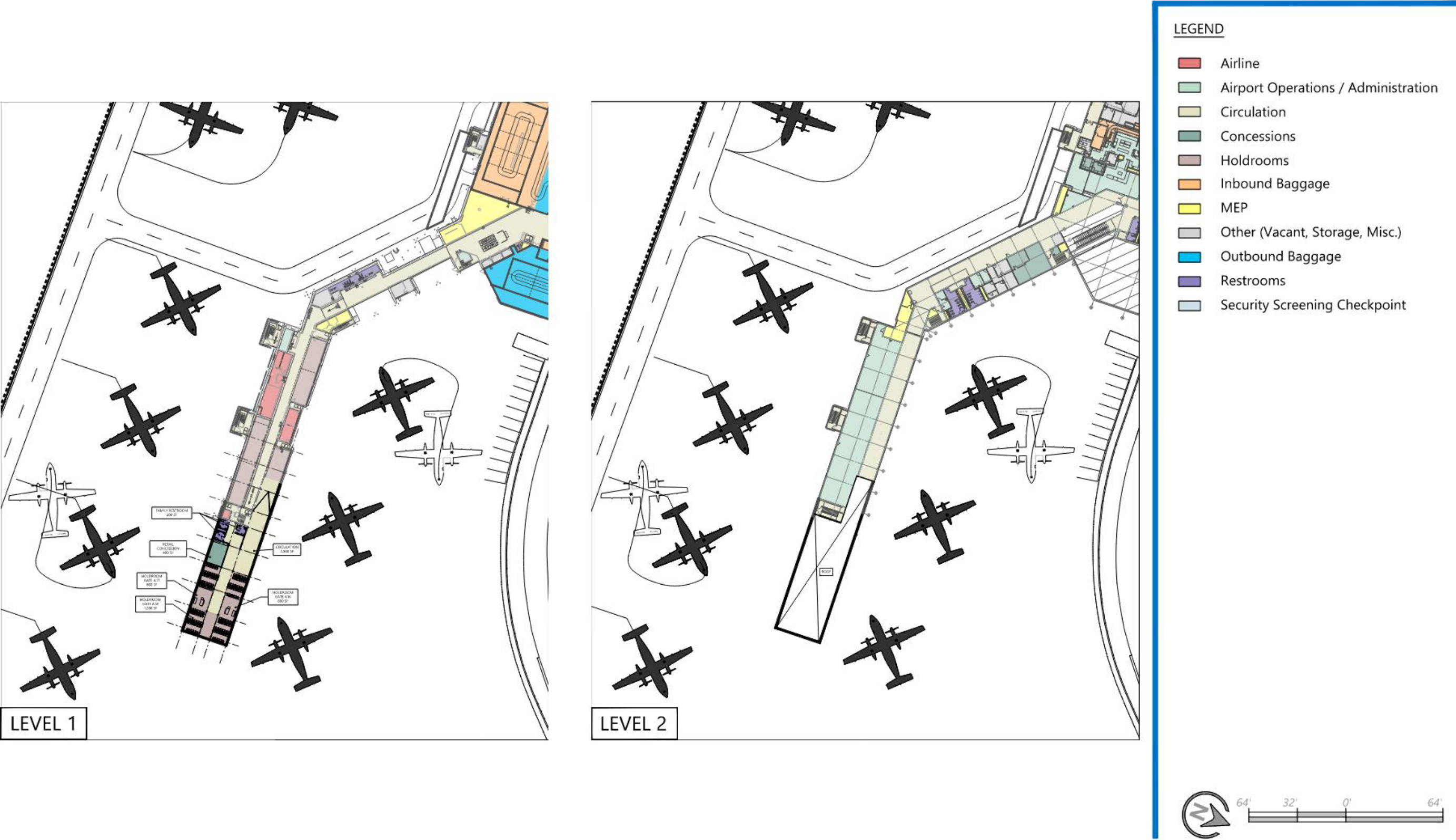
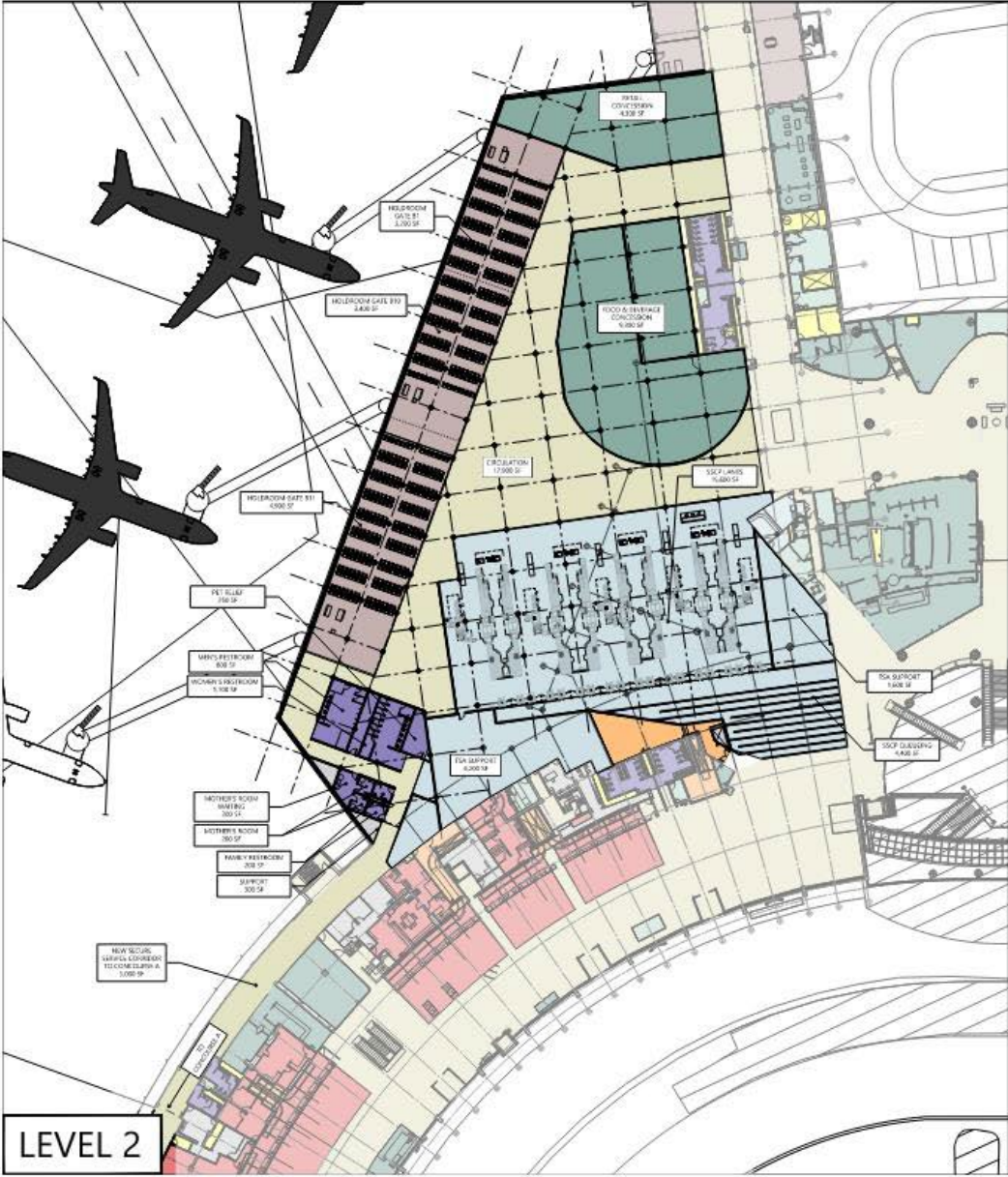
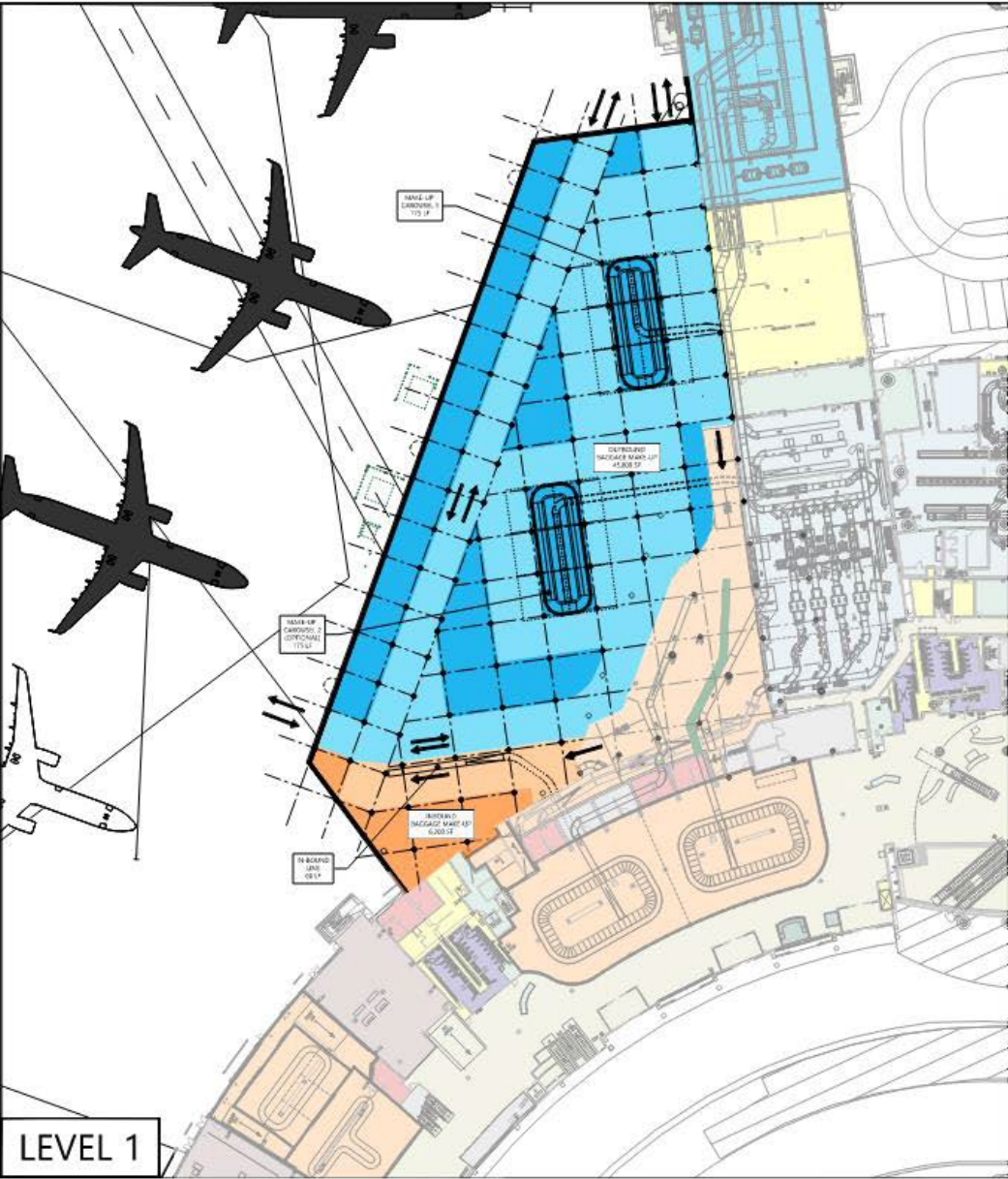


Figure 5-51
Preferred Terminal Alternative – B Concourse Expansion Rendering



Source: MCG Explore Design, 2025.

Figure 5-52
Preferred Terminal Alternative – B Concourse Expansion Floorplan



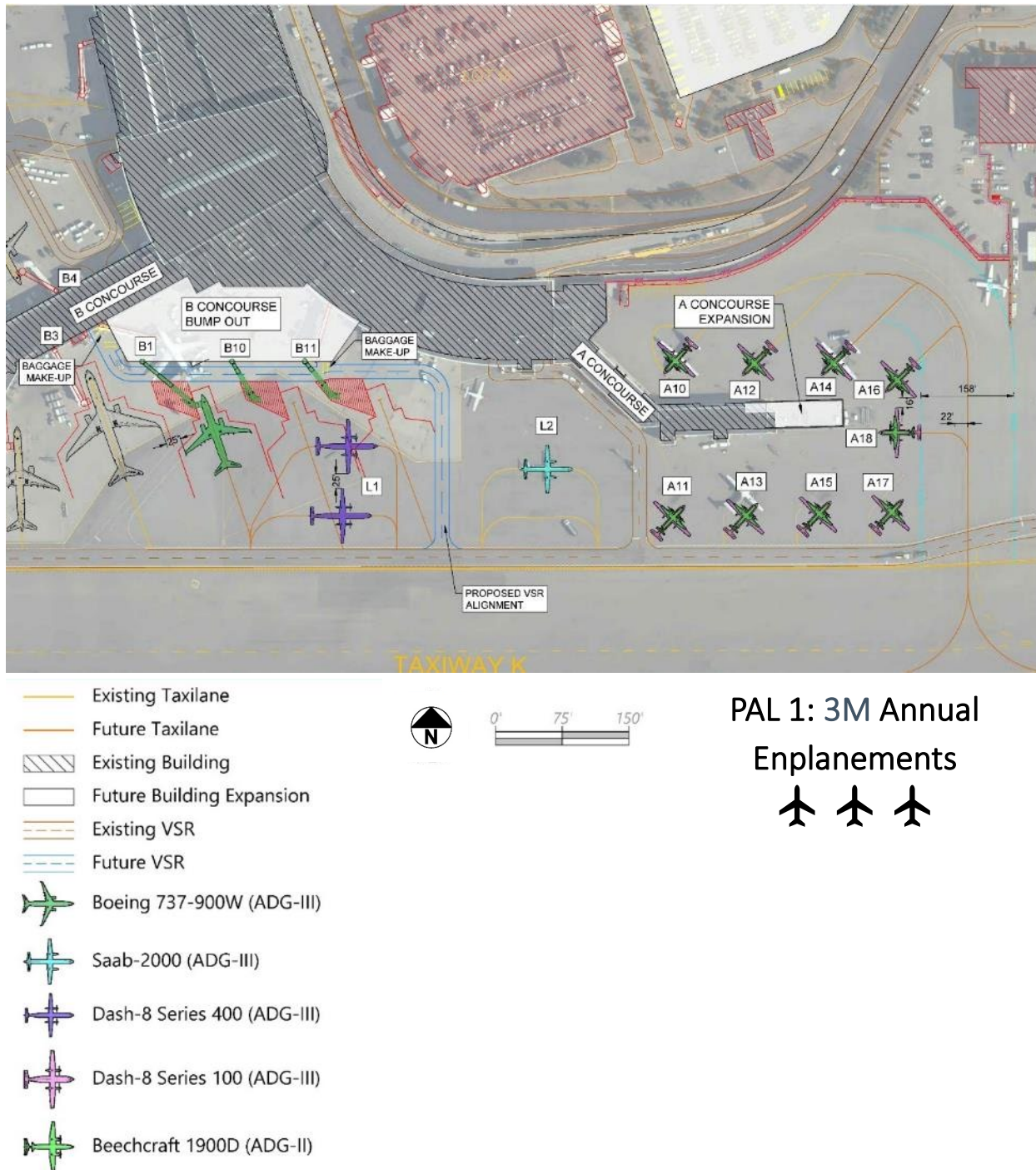
LEGEND

- Airline
- Airport Operations / Administration
- Circulation
- Concessions
- Holdrooms
- Inbound Baggage
- MEP
- Other (Vacant, Storage, Misc.)
- Outbound Baggage
- Restrooms
- Security Screening Checkpoint

Source: RS&H, 2024

Ted Stevens Anchorage International Airport Airport Master Plan Update

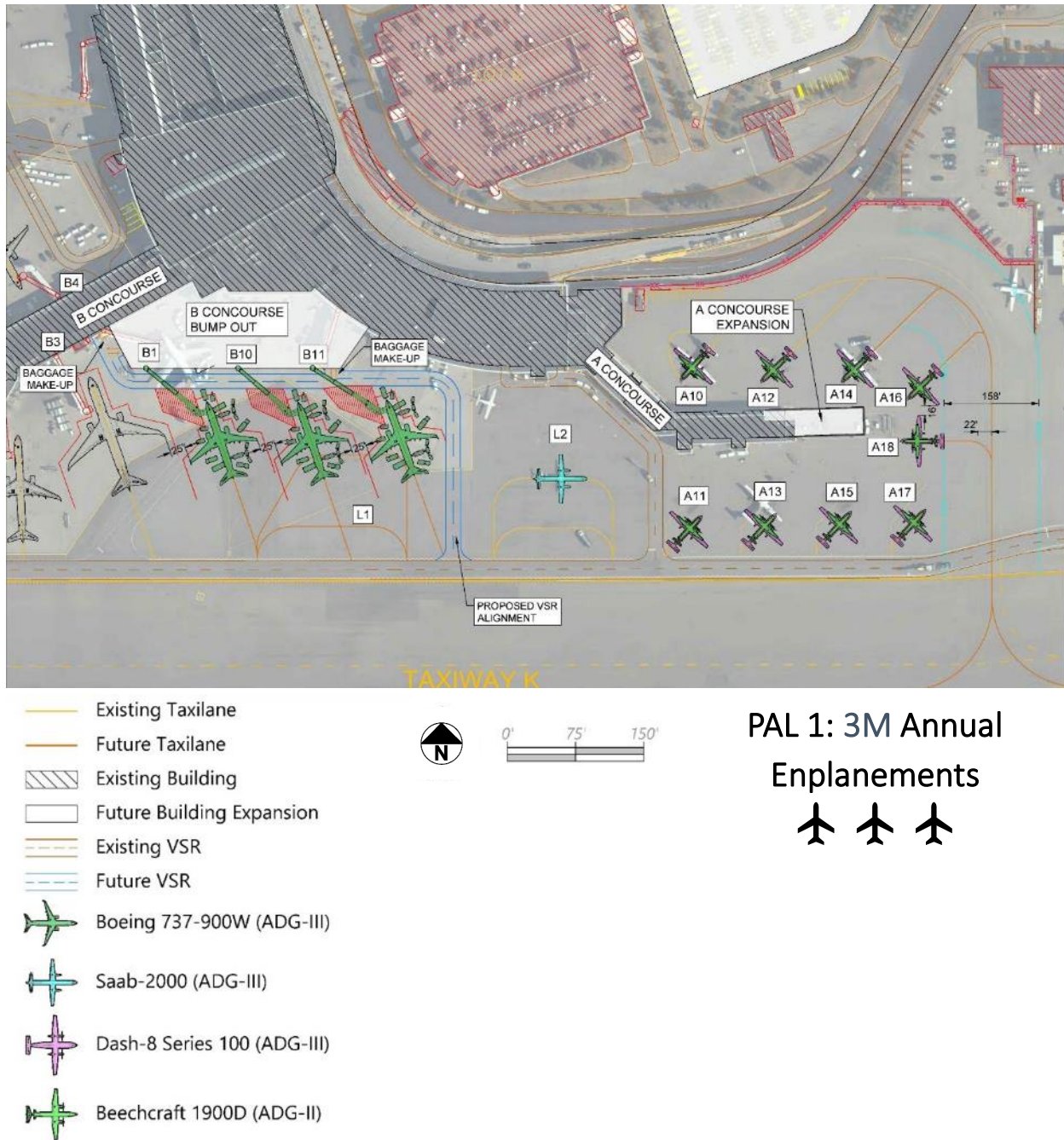
Figure 5-53
Preferred Terminal Alternative – Conceptual Daytime Apron Usage



Source: RS&H, 2024

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure 5-54
Preferred Terminal Alternative – Conceptual Nighttime Apron Usage



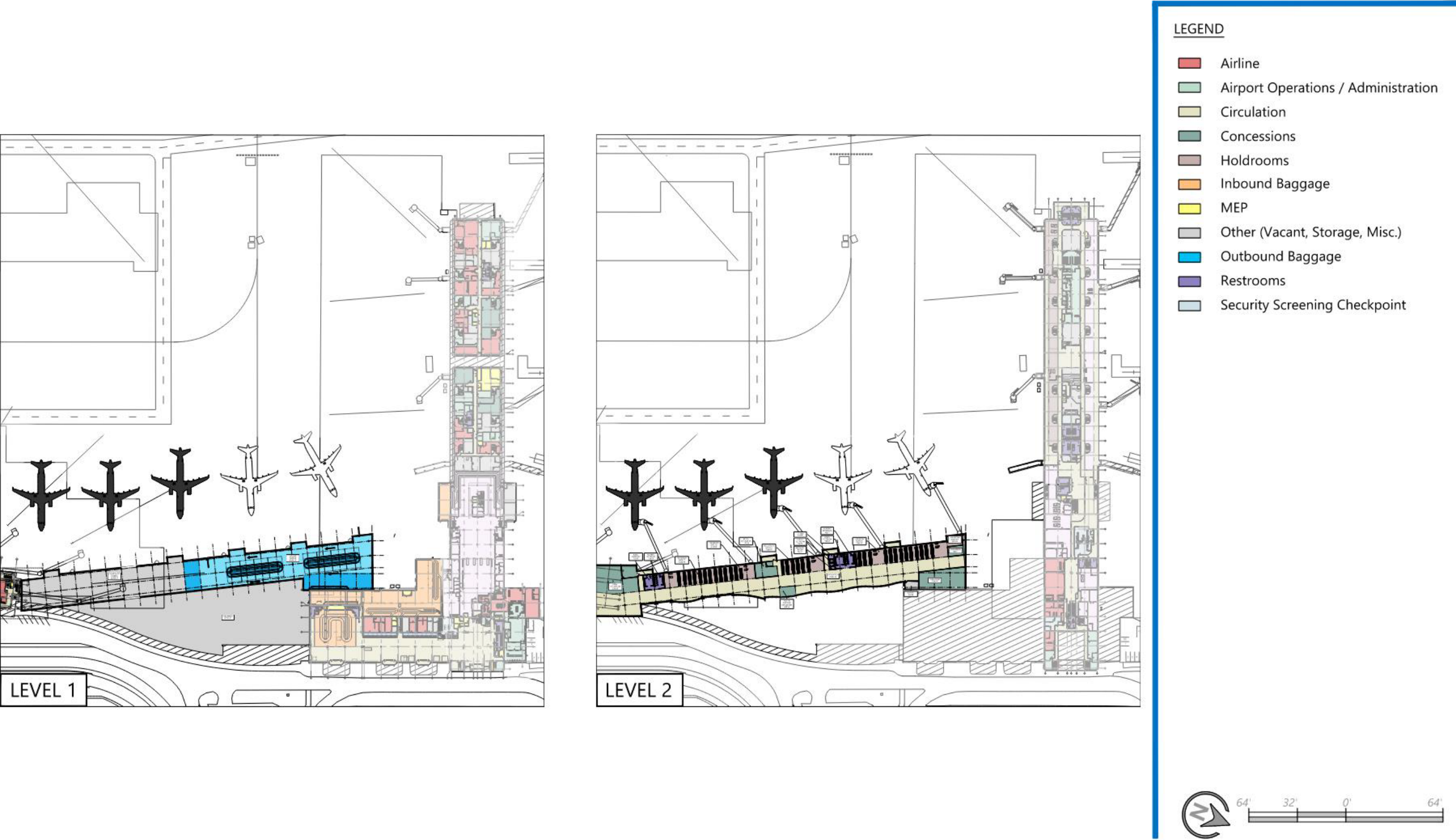
Source: RS&H, 2024

Figure 5-55
Preferred Terminal Alternative – C Concourse Expansion Rendering



Source: MCG Explore Design, 2025.

Figure 5-56
Preferred Terminal Alternative – C Concourse Expansion Floorplan



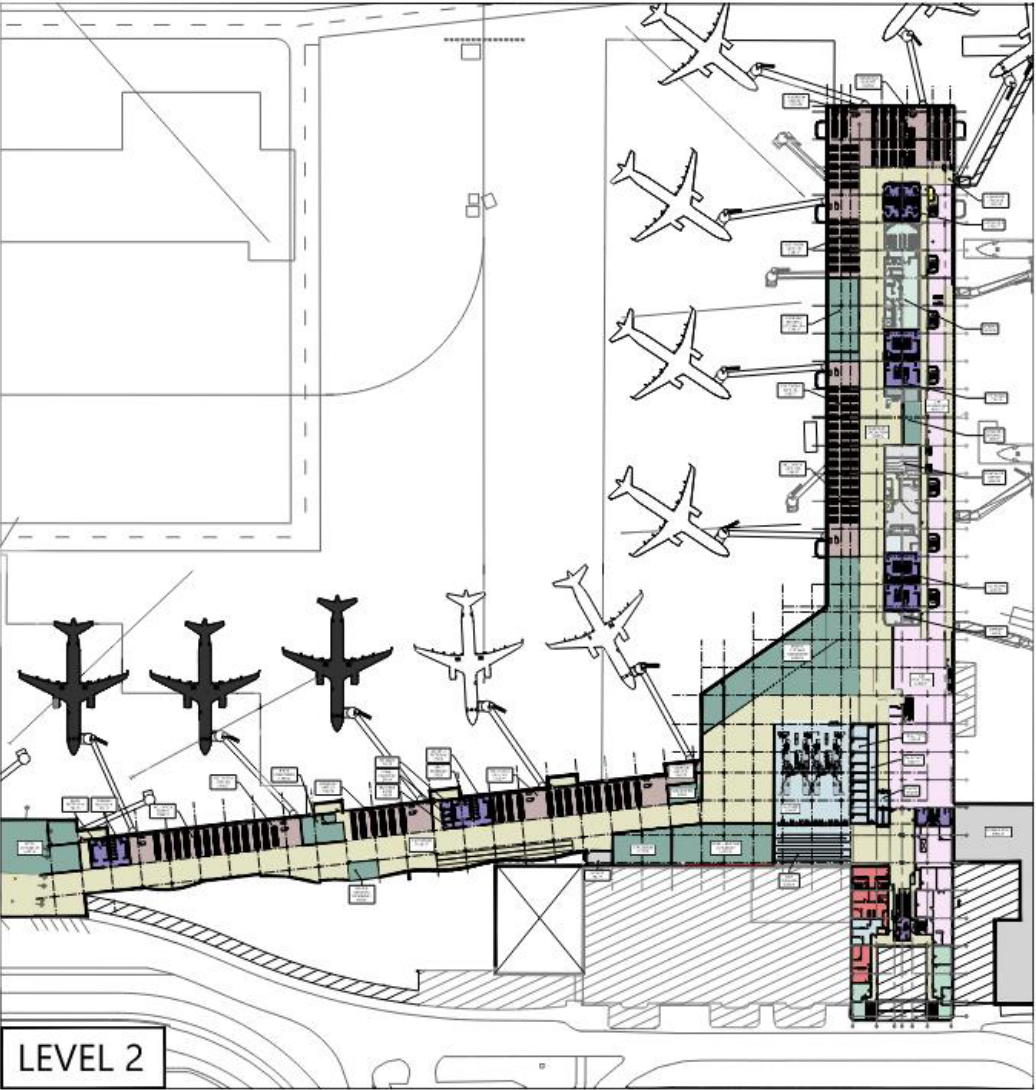
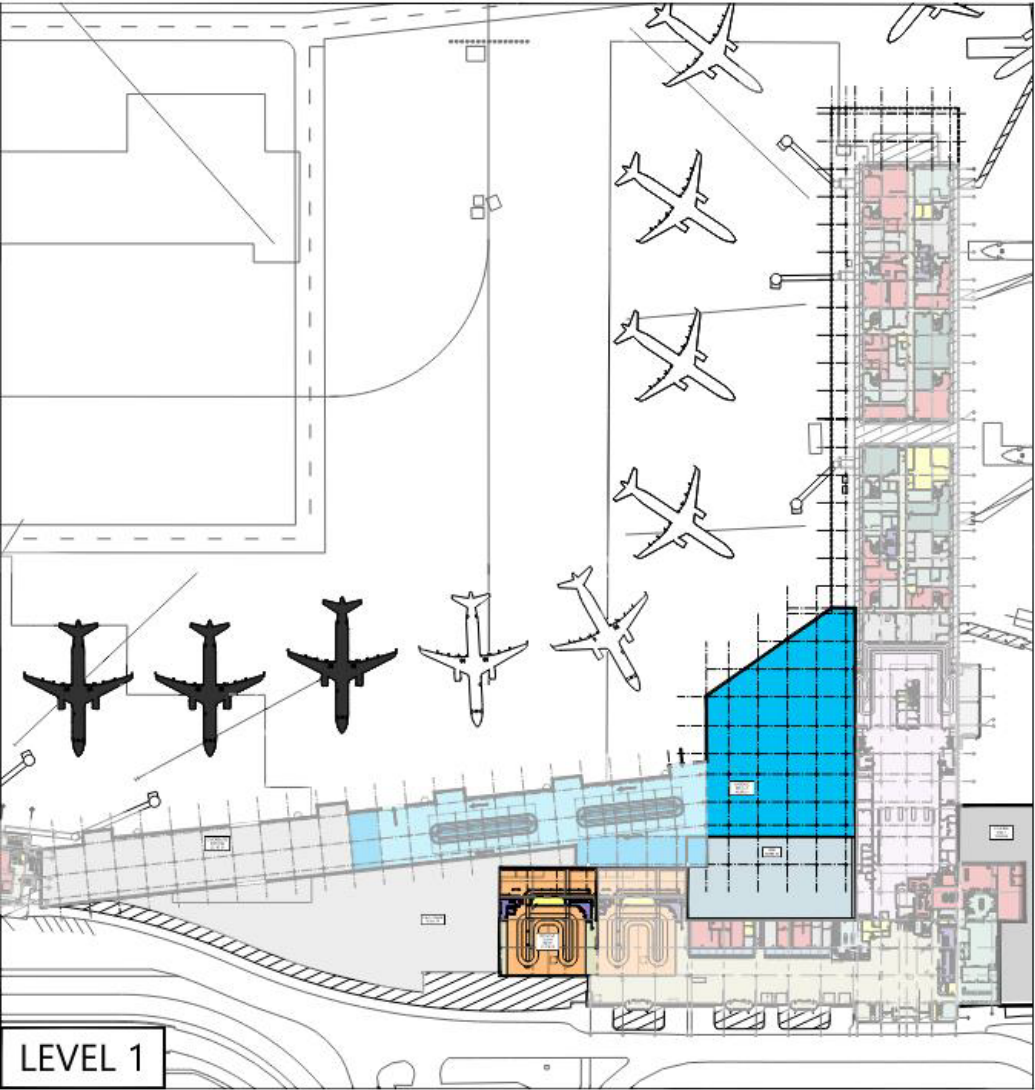
Source: RS&H, 2024

Figure 5-57
Preferred Terminal Alternative – North Terminal Expansion Rendering



Source: MCG Explore Design, 2025.

Figure 5-58
Preferred Terminal Alternative – North Terminal Expansion Floorplan



LEGEND

- Airline
- Airport Operations / Administration
- Circulation
- Concessions
- Holdrooms
- Inbound Baggage
- MEP
- Other (Vacant, Storage, Misc.)
- Outbound Baggage
- Restrooms
- Security Screening Checkpoint

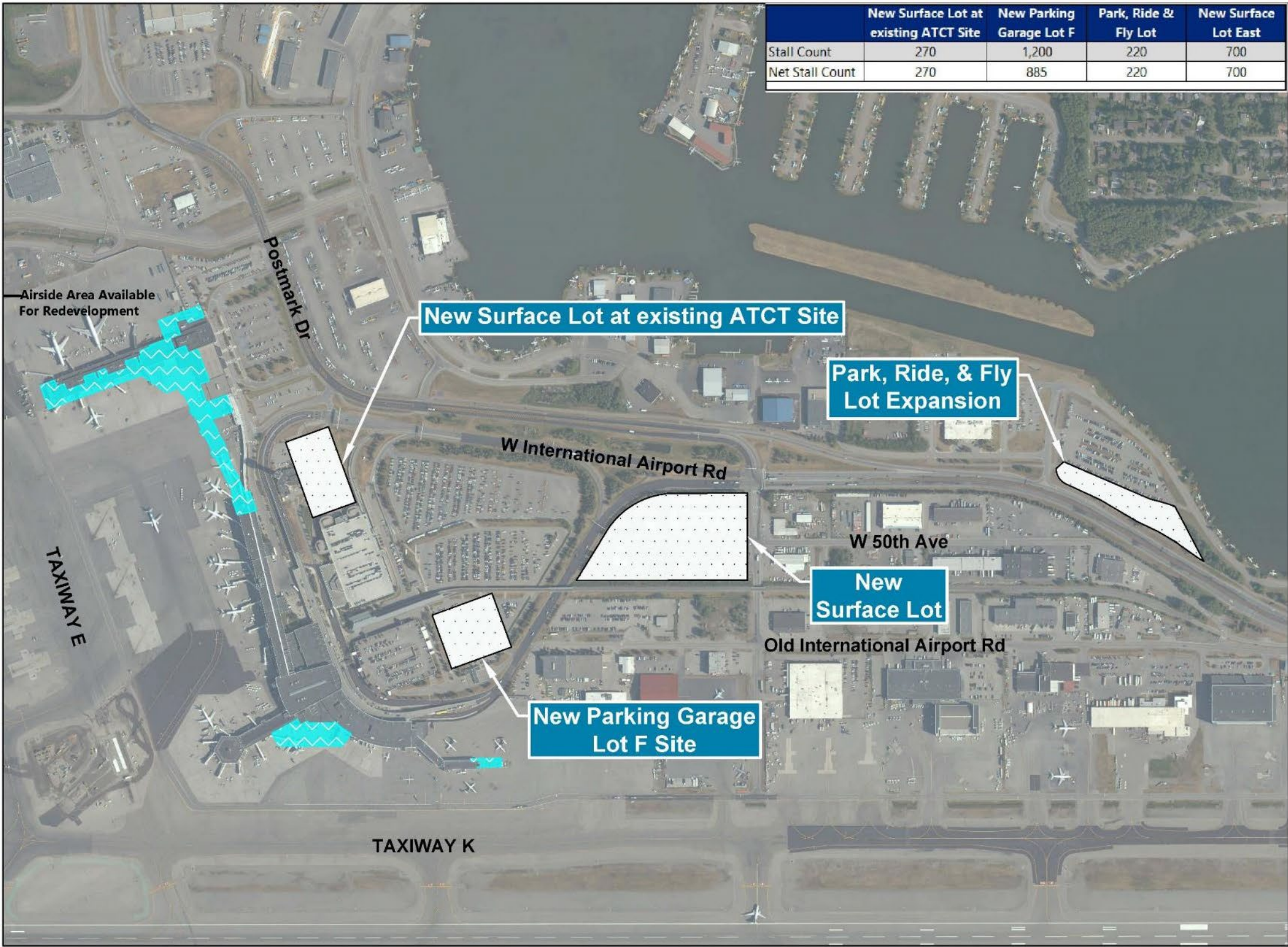
Source: RS&H, 2024

5.6.3 Landside

The Preferred Landside Alternative aims to enhance ground transportation efficiency and capacity at ANC to manage current and future passenger volumes effectively. It focuses on repurposing and expanding existing landside vehicle parking areas to meet future demands with minimal impact on current infrastructure, making it the most feasible option. The Preferred Landside Alternative is depicted in **Figure 5-59**.

This alternative proposes two potential parking garage locations: one at the existing ATCT site and another at the existing Lot F site. A new surface parking lot is proposed for the northwest portion of the East Airpark. The alternative also proposes expanding the existing Park, Ride, & Fly Lot to the south. These developments and expansions are planned to meet the vehicle parking requirements.

Figure 5-59
Preferred Landside Alternative



LEGEND

New Terminal Development

New Landside Development

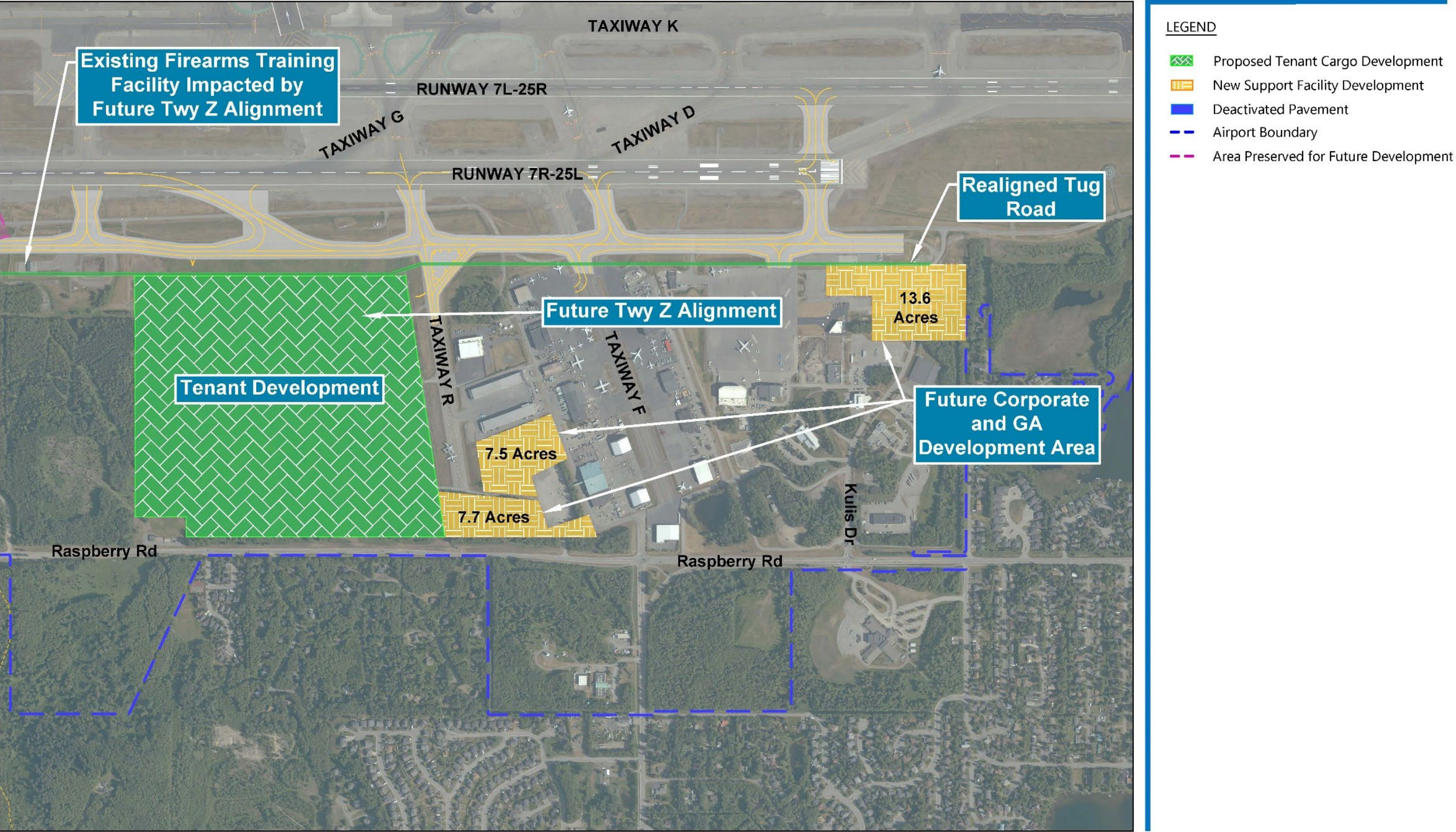
Source: RS&H, 2024

5.6.4 Support Facilities

The Preferred Support Facilities Alternative focuses on expanding corporate and GA development in the South Airpark. It designates a new area south of Taxiway Z near the threshold of Runway 25L, encompassing approximately 13.6 acres. Additionally, it establishes two new GA development zones: one encompassing approximately 7.7 acres south of the north-south segment of Taxiway Z, and another encompassing approximately 7.5 acres east of this segment. The South Airpark Preferred Support Facilities Alternative is depicted in **Figure 5-60**.

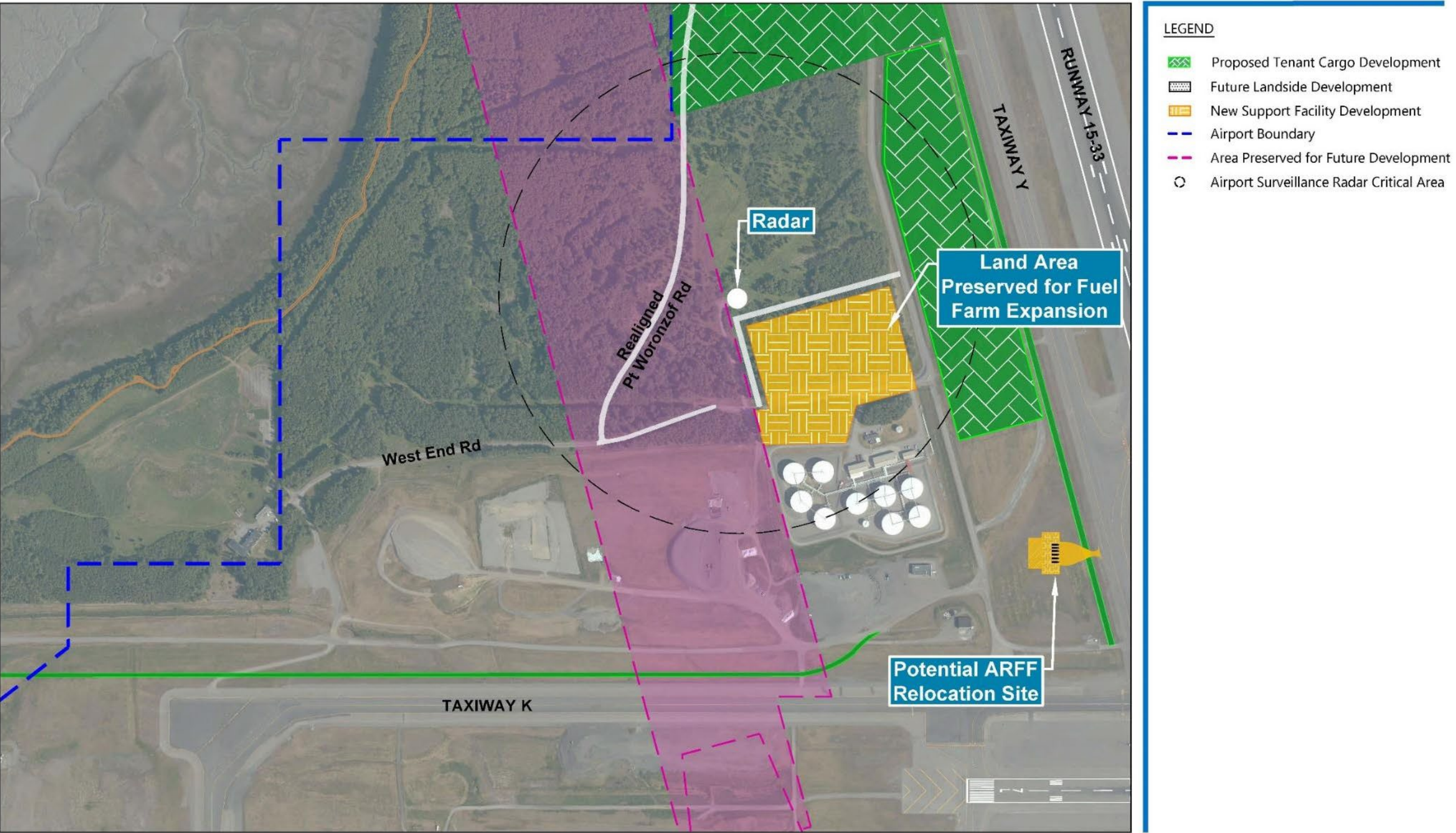
The Preferred Support Facilities Alternative focuses on upgrading the ARFF Facility and expanding the fuel farm in the West Airpark. The alternative proposes a new ARFF station north of Taxiway K and east of the fuel farm. This location provides efficient access to the existing runways and the potential future runway. Additionally, the alternative allocates land to expand the fuel farm by approximately 16.2 acres to the north of the current site. The West Airpark Preferred Support Facilities Alternative is depicted in **Figure 5-61**.

Figure 5-60
Preferred Support Facilities Alternative – South Airpark



Source: RS&H, 2024

Figure 5-61
Preferred Support Facilities Alternative – West Airpark



Source: RS&H, 2024

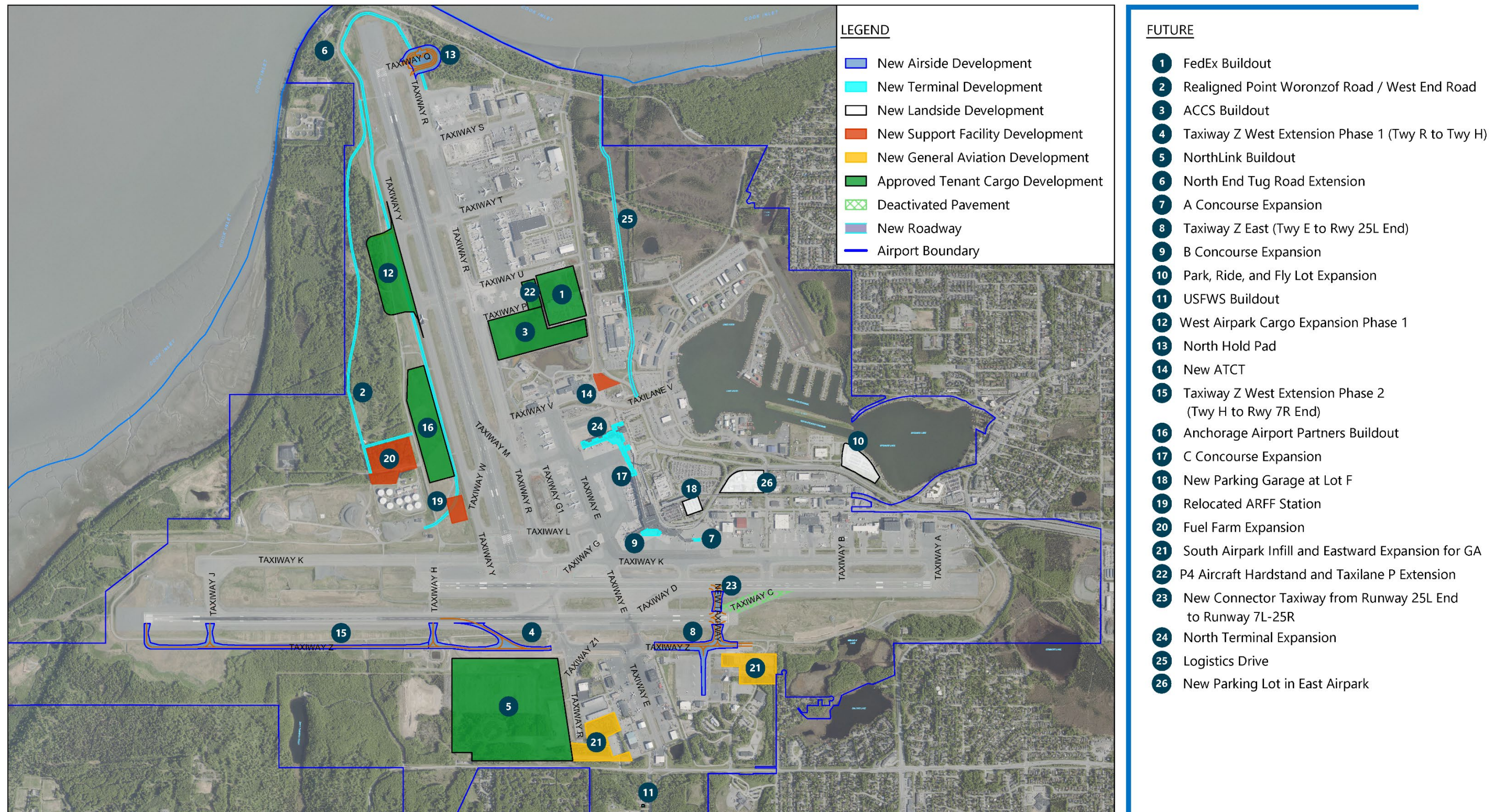
5.7 Project Phasing Plan and Costs

The Phasing Plan organizes Preferred Alternative projects into four timeframes that are established by the PALs established earlier. PAL 1 through PAL 3 represent the “Future” timeframe. Future projects are projects that are proposed projects within the 20-year planning horizon that are recommended for implementation. An additional PAL is introduced, PAL 4, that represents the “Ultimate” timeframe. Ultimate projects are projects that are outside of the 20-year planning horizon but are still recommended for consideration and implementation. Projects are ordered in relation to facility requirement need and general funding capacity for airport driven projects. Tenant driven projects have been allocated by information available to the project team at the time of drafting, and are subject to change. The Phasing Plan and Ultimate timeframe projects will be described in further detail in **Chapter 6, Capital Program and Financial Feasibility**. **Figure 5-62** depicts the Project Phasing Plan for Future projects. **Figure 5-63** depicts the Project Phasing Plan for Ultimate projects. **Table 5-4** presents a summary of the Project Phasing Plan including rough-order magnitude cost estimates.

The cost estimates for each project are ROM calculations and include estimates of environmental entitlement costs (NEPA), design and related costs (i.e., compliance and permitting), and construction. The ROM costs utilize estimated areas and unit cost factors and are escalated from 2024 dollars to last year of the PAL within which they are anticipated to be implemented. The cost escalations utilized sources availability from the Municipality of Anchorage and State of Alaska ¹. Projects to be implemented by tenants do not have cost estimates listed, as the Airport is not responsible for tenant-funded projects. ROM estimates are valuable in the early planning stages to gauge the scale of funding needs and identify shortfalls to implementing the proposed projects. As projects progress through environmental documentation and design, more detailed and accurate cost estimates will be developed to refine the budgeting and funding requirements.

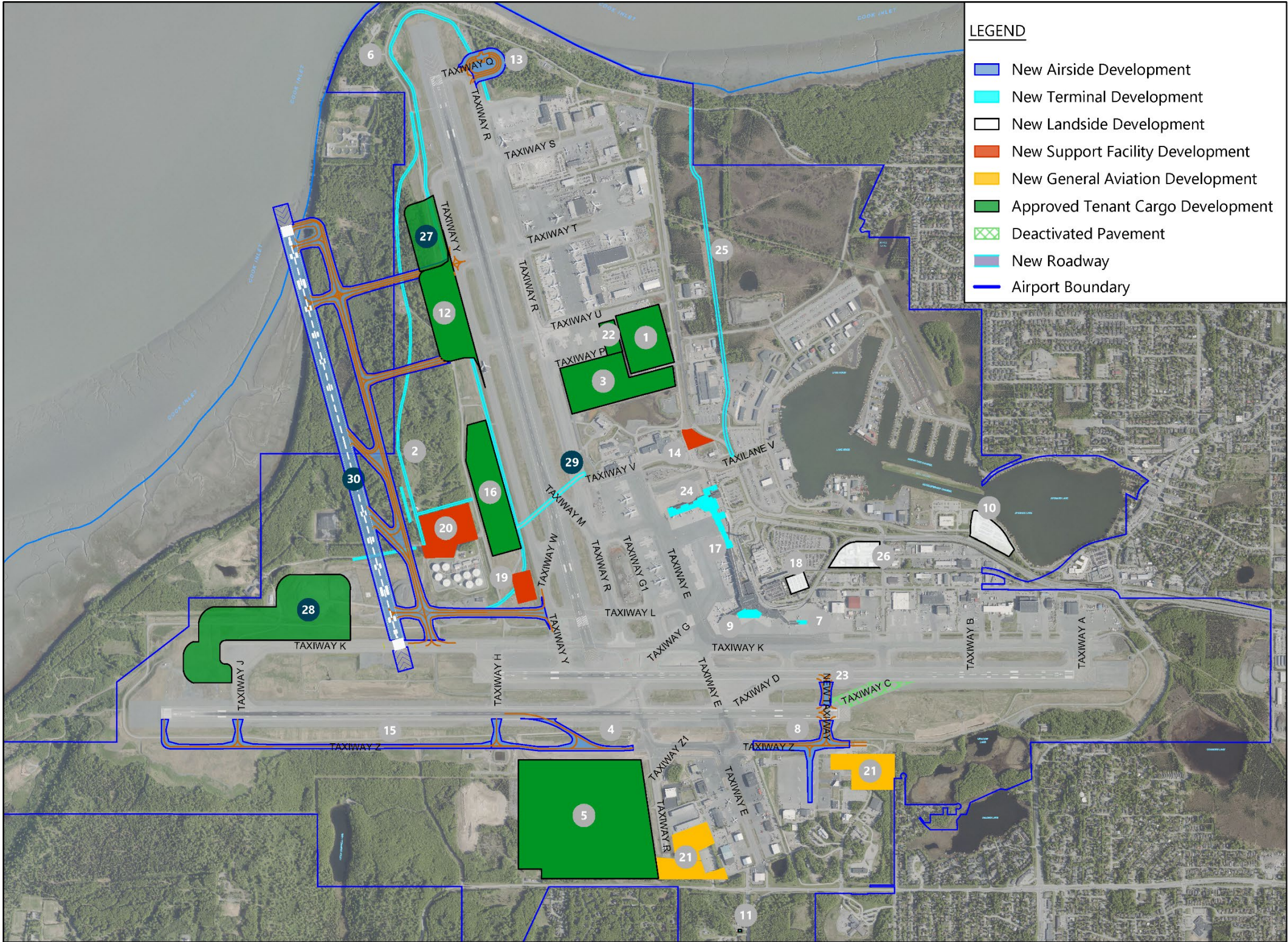
¹ *State of Alaska Escalation Cost Study*, April 2023

Figure 5-62
Preferred Alternative Project Phasing Plan (Future)



Source: RS&H, 2025.

Figure 5-63
Preferred Alternative Project Phasing Plan (Ultimate)



ULTIMATE

- 27 West Airpark Cargo Expansion Phase 2
- 28 Taxiway K Cargo Apron Hardstands
- 29 Airfield Tunnel
- 30 Runway 15R-33L and New Taxiways

Source: RS&H, 2025.

Table 5-4
Preliminary Phasing Plan and Costs

Project #	Name	Functional Area	PAL	Future/ Ultimate	Enabling Project(s)	PAL 1	PAL 2	PAL 3	PAL 4
						Total Project Cost in 2027 Dollars	Total Project Cost in 2032 Dollars	Total Project Cost in 2042 Dollars	Total Project Cost in 2050 Dollars
1	FedEx Buildout	Airside	PAL 1	Future	n/a	Cost borne by tenant(s)	-	-	-
2	Realigned Point Woronzof Road / West End Road	Landside	PAL 1	Future	n/a	\$26,000,000	-	-	-
3	ACCS Buildout	Airside	PAL 1	Future	n/a	Cost borne by tenant(s)	-	-	-
4	Taxiway Z West Extension Phase 1 (Taxiway R to Taxiway H)	Airside	PAL 1	Future	n/a	\$53,000,000	-	-	-
5	NorthLink Buildout	Airside	PAL 1	Future	4	Cost borne by tenant(s)	-	-	-
6	North End Tug Road Extension	Airside	PAL 1	Future	2	\$13,000,000	-	-	-
7	A Concourse Expansion	Terminal	PAL 1	Future	n/a	\$23,000,000	-	-	-
8	Taxiway Z East (Taxiway E to Runway 25L end)	Airside	PAL 1	Future	n/a	\$112,000,000	-	-	-
9	B Concourse Expansion	Terminal	PAL 1	Future	n/a	\$228,000,000	-	-	-
10	Park, Ride, and Fly Lot Expansion	Landside	PAL 1	Future	n/a	\$3,000,000	-	-	-
11	USFWS Buildout	Support	PAL 1	Future	n/a	Cost borne by tenant(s)	-	-	-
12	West Airpark Cargo Expansion Phase 1	Airside	PAL 2	Future	2, 6	-	\$196,000,000	-	-
13	North Hold Pad	Airside	PAL 2	Future	n/a	-	\$25,000,000	-	-
14	New ATCT	Support	PAL 2	Future	n/a	-	Cost borne by tenant(s)	-	-
15	Taxiway Z West Extension Phase 2 (Taxiway H to Runway 7R end)	Airside	PAL 2	Future	5	-	\$79,000,000	-	-
16	Anchorage Airport Partners Buildout	Airside	PAL 2	Future	2, 6	-	Cost borne by tenant(s)	-	-
17	C Concourse Expansion	Terminal	PAL 2	Future	n/a	-	\$308,000,000	-	-
18	New Parking Garage at Lot F	Landside	PAL 2	Future	n/a	-	\$220,000,000	-	-
19	Relocated ARFF Station	Support	PAL 2	Future	n/a	-	\$210,000,000	-	-
20	Fuel Farm Expansion	Support	PAL 2	Future	n/a	-	Cost borne by tenant(s)	-	-
21	South Airpark Infill and Eastward Expansion for GA Development	Support	PAL 2	Future	n/a	-	Cost borne by tenant(s)	-	-
22	P4 Aircraft Hardstand and Taxilane P Extension	Airside	PAL 3	Future	n/a	-	-	\$37,000,000	-
23	New Connector Taxiway from Runway 25L End to Runway 7L-25R	Airside	PAL 3	Future	n/a	-	-	\$39,000,000	-
24	North Terminal Expansion	Terminal	PAL 3	Future	17	-	-	\$642,000,000	-
25	Logistics Drive	Landside	PAL 3	Future	n/a	-	-	\$30,000,000	-
26	New Parking Lot in East Airpark	Landside	PAL 3	Future	n/a	-	-	\$41,000,000	-
27	West Airpark Cargo Expansion Phase 2	Airside	PAL 4	Ultimate	2, 6, 12	-	-	-	\$295,000,000
28	Taxiway K Cargo Apron Hardstands	Airside	PAL 4	Ultimate	2, 6	-	-	-	\$807,000,000
29	Airfield Tunnel	Airside	PAL 4	Ultimate	n/a	-	-	-	\$301,000,000
30	Runway 15R-33L and New Taxiways	Airside	PAL 4	Ultimate	n/a	-	-	-	\$2,394,000,000

Source: HDR, 2025; Estimations Inc., 2024; MCG Explore Design, 2024; RS&H, 2025.



January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Chapter 6 – Capital Program and Financial Feasibility**





**Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 6 – Capital Program and
Financial Feasibility**

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

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Prepared by RS&H, Inc. at the direction of
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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

6.1 Introduction..... 1

6.1.1 Implementation Process..... 1

6.1.2 NEPA Implementation Process 3

6.2 Current FAA-Approved Capital Improvement Plan.....4

6.3 Airport Funding Outlook..... 5

6.3.1 Federal Funding Outlook 5

6.3.2 State and Local Funding Outlook 10

6.4 Airport Development Phasing and Funding Plan 12

6.4.1 PAL 1 Development Projects 16

6.4.2 PAL 2 Development Projects 19

6.4.3 PAL 3 Development Projects 21

6.4.4 Ultimate Development Projects..... 22

6.5 Summary of CIP Funding Needs and Financial Feasibility..... 25

6.5.1 Near-Term (2025-2027) 26

6.5.2 Mid-Term (2028-2032)..... 27

6.5.3 Long-Term (2033-2043) and Beyond 28

6.6 Conclusion 28

List of Tables

Table 6-1 Existing AIAS Spending Plan for ANC, 2022-2033 & Future Projects	4
Table 6-2 ANC Capital Improvement Plan, 2024-2042 (thousands).....	14
Table 6-3 Anticipated Funding by Source	25
Table 6-4 Funding Needs by Share, Federal and Local (thousands)	29

List of Figures

Figure 6-1 Typical Steps to Complete an Airport Project.....	2
Figure 6-2 ANC Federal Funding History, FY 2014-2024	8
Figure 6-3 ANC PFC Revenues, 2014-2023	10
Figure 6-4 ANC 20-Year Capital Program by Project Category.....	15
Figure 6-5 Preferred Alternative Project Phasing Plan (Future).....	23
Figure 6-6 Preferred Alternative Project Phasing Plan (Ultimate)	24
Figure 6-7 Funding Need by Source by Period	27

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo
NADP	Noise Abatement Departure Profiles

NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver
SCS	Sterile Corridor System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

6.1 Introduction

The preceding chapters of this Master Plan identified an aviation demand forecast, and the future facilities needed at Ted Stevens Anchorage International Airport (ANC) to meet that forecast demand, as well as the facilities needed to maintain and improve airport safety. This chapter presents an implementation and funding plan for these infrastructure improvements, and begins with an overview of the development process, recent funding levels and outlook for future funding from federal, state, and local sources. Funding from federal and state sources, specifically the Federal Aviation Administration (FAA) and Alaska Department of Transportation and Public Facilities (DOT&PF) comprise a substantial portion of capital funding for Airport improvements. The plan presented in this chapter relies upon funding trends and future outlook from these funding sources, and is organized as follows:

This chapter is organized to provide:

- Overview of project implementation process
- Current approved 5-year Capital Improvement Plan (CIP) (projects prior to this Master Plan)
- Description of historical and projected funding, along with relevant airport financial data
- Updated 20-year CIP, including cost estimates
- A phasing plan for the 5-year, 10-year, and 20-year planning activity levels (PAL), including detailed project descriptions and the underlying rationale.
- Evaluation of the feasibility of funding the updated 20-year CIP.

The updated 20-year CIP includes rough order-of-magnitude (ROM) costs based on reasonable design and construction estimations, and projects are phased into three planning activity level (PAL) periods to guide decision-making and development in a manner that aligns with activity demand. Some projects are included beyond PAL 3, which are recommended for implementation if demand continues to increase.

This chapter concludes with an assessment of the feasibility of funding the projects included in the CIP.

6.1.1 Implementation Process

Implementing airport infrastructure improvement projects often begin years before construction starts. The major implementation steps for complex, federally funded Airport Improvement Program (AIP) projects are shown in **Figure 6-1**, illustrating that work should commence a minimum of five years prior to the actual need for the facility. This lead-in time is usually very helpful for coordination with the FAA and/or DOT regarding funding, environmental entitlement, and other regulatory compliance requirements, as well as time to complete site or facility design and construction.

Figure 6-1
Typical Steps to Complete an Airport Project

Typical Steps at Least Four Years Prior to Construction

- ☐ Identify the project in the approved Airport Layout Plan (ALP) and consult with FAA Alaskan Region
- ☐ Submit 5-year CIP (*by February 1st*)
- ☐ Validate project justification and funding eligibility and identify funding sources
- ☐ Determine probable level of environmental review (*planning may need to begin much earlier if Environmental Impact Statement [EIS] required*)
- ☐ Determine if ALP and/or Exhibit 'A' need updating
- ☐ Identify required flight procedure modifications and need for aeronautical survey
- ☐ Coordinate with local officials and airport users on project plans

Typical Steps Three Years Prior to Construction

- ☐ Refine project scope, cost estimates, and funding sources
- ☐ Determine if a Benefit/Cost Analysis or if FAA Letter of Intent (LOI) are necessary
- ☐ Determine if a reimbursable agreement is necessary for affected navigational aids (NAVAIDs)
- ☐ Initiate aeronautical survey as required
- ☐ Begin purchase or assembly of all necessary land for the project

Typical Steps Two Years Prior to Construction

- ☐ Refine project scope
- ☐ Solicit professional design services
- ☐ Prepare preliminary design, site planning, and cost estimates
- ☐ Initiate reimbursable agreements and coordinate any NAVAID requirements with the FAA
- ☐ Complete aeronautical survey and submit requests for new/modified flight procedures with the FAA
- ☐ Submit a request for airspace review of projects under non-rulemaking authority (NRA)
- ☐ Begin Benefit/Cost Analysis if determined to be necessary (*projects seeking over \$5M discretionary*)
- ☐ Initiate environmental assessment or categorical exclusion documentation
- ☐ Coordinate with local officials and airport users on refined project scope and schedule

Typical Steps One Year Prior to Construction

- ☐ Complete airspace study
- ☐ Complete project scope of work
- ☐ Complete environmental documentation
- ☐ Complete 90 percent design, plans, and specifications after FAA environmental findings are made
- ☐ Refine and update cost estimates
- ☐ Execute reimbursable agreements to support NAVAIDs, if relevant
- ☐ Prepare and coordinate Construction Safety Phasing Plan
- ☐ Initiate Safety Management Systems (SMS) process
- ☐ Secure all necessary local funding
- ☐ Secure environmental and other necessary permits

(Figure continued next page)

- ☐ Submit Benefit/Cost Analysis (*by March 1st*)
- ☐ Coordinate Safety Risk Management Panel with FAA-ATO or FAA-ARP, as necessary
- ☐ Finalize construction bidding, grant application, and grant acceptance schedules

Year of Construction

- ☐ Complete 100 percent design, plans, and specifications
- ☐ Complete FAA environmental documentation for current fiscal year (*by January 15th*)
- ☐ Advertise and secure bids according to ADO schedule
- ☐ Submit grant applications (*by May 1st, if discretionary funds expected bid by April 1st*)
- ☐ Accept federal grants (*within 30 days of offer*)
- ☐ Coordinate with local officials and airport users on the progress and schedule
- ☐ Issue notice-to-proceed
- ☐ Monitor environmental mitigation requirements during construction
- ☐ Provide weekly inspection reports

After Construction

- ☐ Submit final report and provide final test results (*within 60 days of construction end*)
- ☐ Close any accepted federal grants (*within 90 days of project acceptance*)
- ☐ Monitor environmental mitigation measures
- ☐ Submit final As-Built ALP and Exhibit 'A'

Note: Dates shown reference the process within the Federal Fiscal Year (FFY).

Source: Federal Aviation Administration - "Steps to AIP Funding for Your Airport Project: Quick Reference Guide", March 2016.

6.1.2 NEPA Implementation Process

The environmental entitlement for projects within each development phase, which involves obtaining necessary approvals and permits in compliance with applicable federal rules and regulations, will need to be completed in advance of the design and construction to allow for project completion. FAA Order 1050.1F, Policies and Procedures for Considering Environmental Impacts, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airports, require the evaluation of airport development projects as they relate to specific environmental impact categories.

Environmental Assessments (EAs) and Environmental Impact Statements (EISs) represent the most rigorous forms of environmental analysis, requiring a comprehensive assessment of impact categories in accordance with FAA Orders 1050.1F and 5050.4B. In contrast, Categorical Exclusions (CATEXs) demand evaluations of exceptional circumstances to confirm that projects, which usually have minimal environmental impacts, do not warrant more extensive analysis in an EA or EIS.

The updated 20-year CIP, as detailed in **Section 6.4** includes five projects that may require EAs in PAL 3 and PAL 4 periods: P4 Aircraft Hardstand and Taxiway P Extension, North Terminal Expansion, Logistics Drive, New Parking Lot in East Airpark, and an Airfield Tunnel. An EIS is anticipated for a new north-south runway designated Runway 15R-33L and New Taxiways in West Airpark in PAL 4. A description and justification of these and all projects are in **Section 6.4**.

Review of other projects at the planning-level during the preparation of the CIP determined that the threshold of “extraordinary circumstances” as defined in FAA Order 1050 1F will not be met; therefore, it is anticipated that environmental work to advance projects will not require more than CATEX documentation. Costs shown for projects in the CIP include CATEX, EA, and EIS documentation as part of the respective design efforts for each project.

As projects advance through the planning period, it is possible that additional projects could be found to have an extraordinary circumstance (such as impacts to more than 0.5 acres of wetlands, threatened or endangered species, or known cultural resources), which necessitates an EA. It is important to highlight that the final determination regarding the type of NEPA document required for each project, as well as its scope, rests with the FAA and will not occur until a detailed scope for is developed as the need for the project draws nearer.

6.2 Current FAA-Approved Capital Improvement Plan

Airport staff maintains a spending plan for projects at the Airport, which are aimed at maintaining and improving the safe and efficient operations of airport infrastructure. **Table 6-1** summarizes the Alaska International Airport System (AIAS) capital spending plan for ANC¹ during State fiscal years (FY) 2024 through FY 2032, and future projects that have not been programmed to occur in a definite year or have been delayed due to other priorities. As shown, the capital spending plan for AIAS at the Airport surpasses \$936 million, of which \$324.6 million is identified as AIAS funds and \$611.6 million in Non-AIAS funds.

Table 6-1
Existing AIAS Spending Plan for ANC, 2022-2033 & Future Projects

Fiscal Year	Project Costs	Non-AIAS Funds	AIAS Funds
FY 2024	\$87,629,539	\$58,082,720	\$29,546,819
FY 2025	\$140,514,083	\$103,061,766	\$37,452,317
FY 2026	\$84,224,299	\$56,004,057	\$28,220,242
FY 2027	\$151,723,720	\$116,551,865	\$35,171,855
FY 2028	\$95,187,897	\$76,323,204	\$18,864,693
FY2029	\$53,538,929	\$26,126,706	\$27,412,223
FY 2030	\$122,743,124	\$92,933,409	\$29,809,715
FY 2031	\$57,239,434	\$34,412,354	\$22,827,080
FY 2032	\$22,923,437	\$3,189,167	\$19,734,270
FY 2033	\$24,528,347	\$3,412,408	\$21,115,939
Future	\$95,908,070	\$41,453,600	\$54,454,470
Total	\$936,160,880	\$611,551,256	\$324,609,624

Source: Airport Staff, 2024.

¹ Costs include \$14.9 million in passenger entitlements and discretionary grants for projects at Lake Hood (LHD).

This spending plan includes the most current breakdown of funding anticipated by source for every project, including:

- AIP cargo and passenger entitlements
- AIP discretionary grants
- Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grants
- BIL Airport Terminal Program grants
- AIAS local match funding for AIP-eligible projects
- AIAS funds for non-AIP-eligible projects
- Passenger Facility Charge (PFC) funds
- Bond funds, and
- Other funding, such as FAA Supplemental and FAA reimbursable project costs, etc.

The updated CIP for ANC presented in **Section 6.4** incorporates projects from this current spending plan, which are funded and have been programmed for the near, and mid-term PAL periods 1 and 2, as follows:

- Taxiway Z West Extension Phase 1, PAL 1
- Taxiway Z East Extension, PAL 1
- Taxiway Y Cargo Apron Hardstands, PAL 2
- Taxiway Z West Extension Phase 2, PAL 2

These projects are being funded by a combination of FAA discretionary and BIL Airport Improvement Grant (AIG) grants.

6.3 Airport Funding Outlook

Many sources of funds are tapped each year to meet capital development needs as indicated in the current ANC spending plan.

This section explores and assesses historical and anticipated funding levels from federal, state and local sources, which provides background for development of the recommended CIP and implementation plan for ANC.

6.3.1 Federal Funding Outlook

The primary federal sources of funding available to the DOT&PF for projects at ANC are grants from the FAA's AIP, the 2021 Bipartisan Infrastructure Law, and revenues generated from participation in the FAA's PFC program. By receiving federal funding for capital improvement projects, the DOT&PF has an obligation to adhere to federal grant assurance requirements. These assurances obligate the DOT&PF to comply with applicable federal law and guidance

under the Code of Federal Regulations (CFR) Title 14, FAA Advisory Circulars, FAA Orders, and FAA Memos.

6.3.1.1 *Airport Improvement Program*

Federal funding is accessible to airports through the AIP based on the airport category designated in the National Plan of Integrated Airport Systems (NPIAS) and the priority of the improvement as determined within the national priority ranking system. As of the latest NPIAS update, ANC is categorized as a primary medium hub airport and is eligible for passenger entitlement and cargo entitlement funding.

Passenger entitlements funding is available for airports with annual passenger boardings exceeding 10,000. Entitlement funding is calculated annually based on a graduated scale where more activity qualifies airports for more entitlement funds, with a minimum of \$1.0 million and maximum of \$26 million per airport annually. AIAS receives between \$2.0-3.0 million annually in passenger entitlement grant funds.

Cargo entitlements come from an allocation from the total amount of AIP funds available for grants and is distributed among airports with greater than one million pounds of landed weight. Each airport's cargo entitlement is calculated on a pro-rata basis according to an airport's share of total U.S. landed cargo weight. ANC is consistently among the top of U.S. airports in landed weight and received the largest 2024 cargo entitlement allocation of more than \$12.6 million.

Entitlement funds must be used within three fiscal years immediately following the year the funds were originally allocated. Since 2014, based on the Airport's NPIAS categorization and share of national passenger levels, ANC has received approximately \$15.5 million in passenger and cargo entitlement grant funds per fiscal year.

Discretionary grants are also available through the AIP, subject to the availability of funds and the FAA's assessment of need and project priority ranking. Discretionary funding is based on a project's ranking in the National Priority List, as outlined in FAA Order 5100.39A, *Airports Capital Improvement Plan*. The Airport has received an average of nearly \$19 million annually in Discretionary grant awards. The Airport was awarded more than \$32 million in Supplemental Discretionary funds in FY 2021 and 2022 from an AIP Supplemental Appropriation 2021-2023². Supplemental Discretionary funds are derived from the United States General Fund and are not subject to existing AIP discretionary formulas or set asides.

² Airport Improvement Program (AIP) 2021-2023 Supplemental Appropriation | Federal Aviation Administration, February 2025.

6.3.1.2 Bipartisan Infrastructure Law

In November 2021, the Bipartisan Infrastructure Law was signed by the President of the United States that included a reserve for airport development to be invested in various projects, including runways, taxiways, safety, and sustainability initiatives, as well as terminal, airport-transit connections, and roadway projects. The distribution of these funds is overseen by the FAA's Office of Airports (ARP). These investments are intended to enhance and improve the overall capabilities and facilities of airports across the country. The BIL includes three funding allocations for airports, two of which are available to ANC for development, the AIG and the Airport Terminal Program (ATP). The third funding allocation was reserved for FAA internal use for the rehabilitation and development of FAA-owned facilities. BIL funding sources are available for the five-year duration of federal fiscal years 2022 through 2026.

6.3.1.3 Airport Improvement Grant

The AIG allocates \$15 billion (or \$3 billion per year from 2022-2026) across all airports currently within the NPIAS, employing a comparable process and methodology to the AIP based on airport classification and passenger activity levels. The BIL AIG program has allocated more than \$70.9 million during the FY 2022-2025 period to ANC. Grants of about \$16.5 million have been awarded through October 1, 2024³. Approximately \$54.5 million remains available to the Airport from the program⁴.

AIG funding supplements AIP entitlement and other potential discretionary grants awarded to the Airport, adopting the same use and eligibility parameters as AIP funding, but with added eligibility for Passenger Facility Charge (detailed in **Section 6.3.1.5**) use. The funds allocated through the BIL will remain available for obligation until the conclusion of the fourth fiscal year following their distribution. If any funds remain unobligated by the fifth fiscal year, they are recovered and repurposed for competitive grants. This ensures that the allocated funds are effectively used for infrastructure projects within the specified time frame, and any unused funds are redirected towards other deserving projects through a competitive grant process.

6.3.1.4 Airport Terminal Program

The ATP allocates \$5 billion (or \$1 billion per year from 2022-2026) in supplemental discretionary funding specifically for the development and/or improvement of airport passenger terminal facilities. The ATP requires a unique application process and maintains the same eligibility use scenarios as the AIP, but with a greater federal share of project costs based on airport classification. For ANC, this means a higher federal share for eligible projects, reflecting its status as a primary major hub. The window for applications in each fiscal year opens with a

³ Source: [Bipartisan Infrastructure Law - Airport Infrastructure Grants \(AIG\) | Federal Aviation Administration](#), February 2025.

⁴ Ibid.

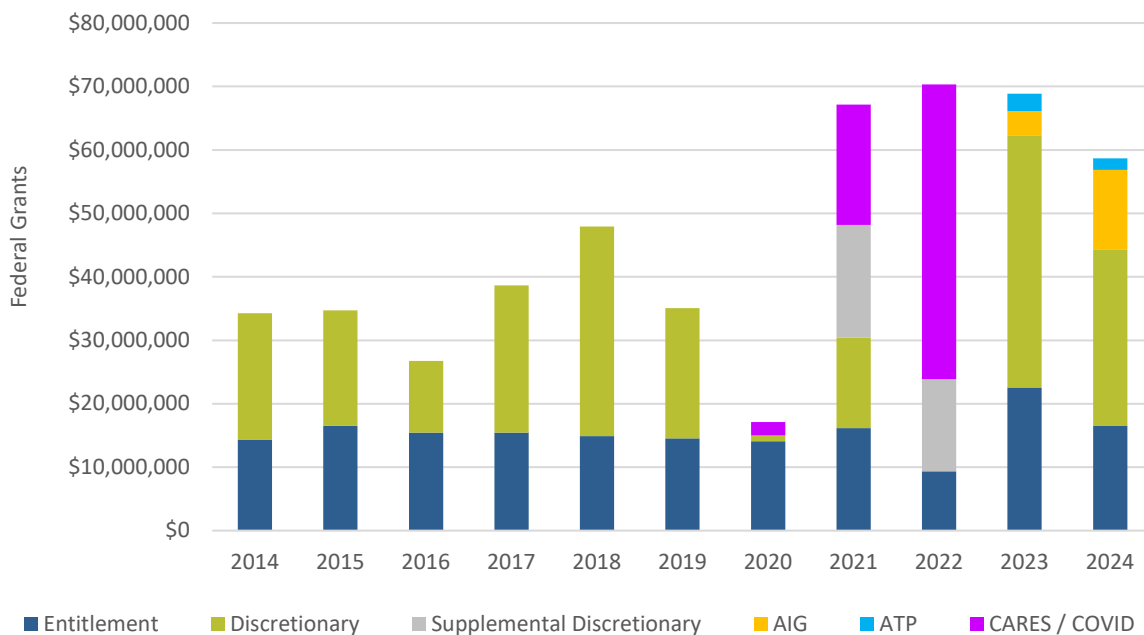
Notice of Funding Opportunity (NOFO). As of this writing, nearly \$14.7 million in ATP grants have been announced for ANC. Over \$4.5 million has been awarded for FY 2022 through FY 2025 to replace passenger boarding bridges, improve baggage handling systems, common use equipment, and other terminal information systems upgrades. A NOFO for FY 2026 ATP grants is anticipated for July 2025.

Figure 6-2 illustrates funding levels from FAA entitlement, discretionary, Covid, ATP, and BIL AIG sources for 2010-2024.

Entitlement grants are a steady and somewhat predictable source of funding for ANC since it follows a percentage share of national passenger levels. Discretionary grants are competitive, where the FAA determines grant awards at the project level based upon a project's ranking and assessment of need. During the onset of the Covid pandemic in 2020, the composition of funding sources at ANC made less use of discretionary grant awards as discretionary supplemental and Covid relief programs became available nationwide.

In total, ANC has received nearly \$500 million in federal capital funding support over the last decade.

Figure 6-2
ANC Federal Funding History, FY 2014-2024



Source: FAA, Grant Histories, 2025.

6.3.1.5 Passenger Facility Charges

In addition to AIP funds, ANC is authorized by the FAA to collect PFCs to support eligible projects that enhance safety, security, or capacity; reduce noise; or increase air carrier

competition. Under the PFC program, commercial airports (those controlled by public agencies only) can collect up to \$4.50 for every eligible passenger per flight segment. This means that for a one-way trip, a maximum of two PFCs can be charged, and for a round trip, up to four PFCs can be charged, with a total cap of \$18.00. PFCs are collected by air carriers during ticket sales and are subsequently remitted to the Airport, with a handling fee of \$0.11 per collected PFC deducted.

When AIAS began participating in the FAA PFC program in 2000, the program allowed collection at a rate of \$3.00 per passenger per flight segment, with a maximum of \$12.00. Since that time, AIAS has maintained a PFC collection level of \$3.00, with a maximum of \$12.00. Airlines at ANC retain the \$0.11 per collected PFC, and AIAS incurs some expenses for administering the program. These expenses are eligible for reimbursement by PFC collections for airports imposing a PFC; therefore, the net amount of PFC revenues available for approved projects is less than the \$3.00 collected per passenger.

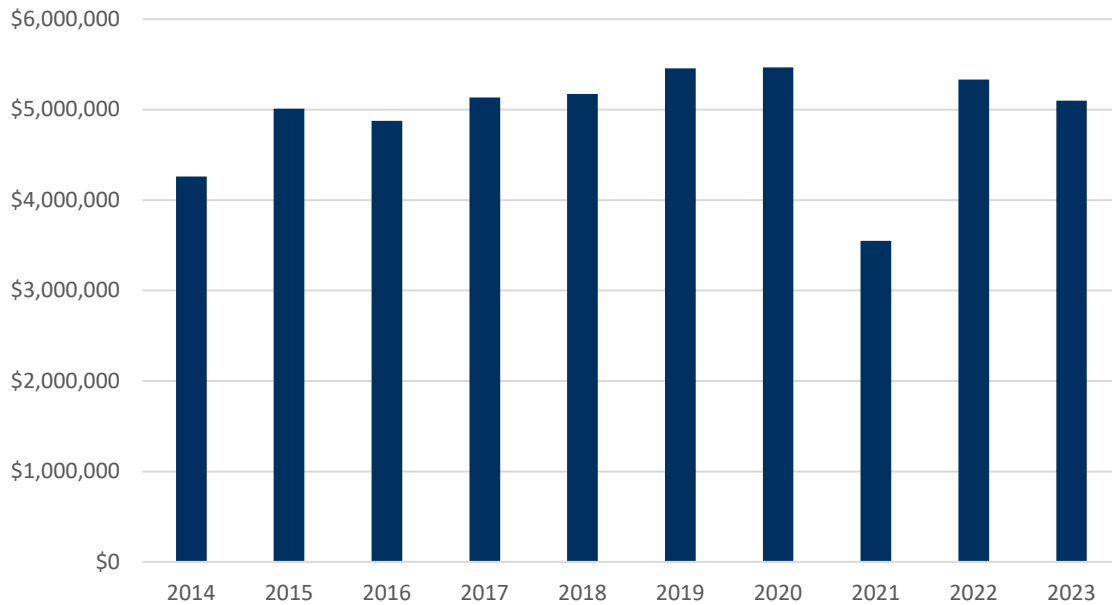
The Airport's most recently approved PFC application provides collection authority at \$3.00 per flight segment through May 2029, based on current enplanement levels. The current PFC application is approved to collect more than \$29 million and will be used to fund the replacement of 11 passenger boarding bridges at the North Terminal and South Terminal over a five-year period.

The Airport's cumulative collection authority under the PFC program is more than \$135 million, which has been used primarily to pay debt service on General Airport Revenue Bonds (GARBs) that fund terminal improvements at ANC. An increase of PFC collection level from \$3.00 to \$4.50 would speed up the rate of collections and improve PFC revenues annually; however, this would not change the overall amount of allowable project costs, would shorten the duration of the approved collection period, and will reduce annual passenger entitlement funding as detailed in the AIP Handbook⁵.

Figure 6-3 illustrates recent PFC revenues, which average roughly \$5 million annually. PFC revenues will continue to provide valuable support to the long-range capital program for ANC.

⁵ Per 49 USC § 47114(f), the amount of entitlement funds for large and medium hub airports collecting a PFC are reduced based on the PFC collection level approved for the airport. If the airport is collecting at \$3.00 or less, the amount of entitlements is reduced by 50%. If the airport is collecting more than \$3.00, the amount of entitlements is reduced by 75%.

Figure 6-3
ANC PFC Revenues, 2014-2023



Source: Airport staff, FAA Form 5100-127, 2024.

5.3.1.1 Customer Facility Charges

Collections from Customer Facility Charges (CFC) and Facility Maintenance Charges (FMC) represent additional revenue sources available to AIAS for certain projects at ANC. Revenues from CFCs and FMCs at the Airport are collected to pay for the ongoing maintenance and operations of rental car facilities. Unlike PFCs, implementing CFCs and FMCs do not require approval from the FAA or any other federal agency. Instead, both fees are negotiated and implemented contractually between the DOT&PF and rental car companies. The revenues generated from these fees at ANC are restricted use, designated to service debt on bonds sold to finance construction of the ANC consolidated rental car facility.

This Master Plan Update does not identify any necessary capital improvements to the rental car facilities at ANC.

6.3.2 State and Local Funding Outlook

The AIAS is an enterprise of the State of Alaska, and the monies received by the AIAS for rents and fees are deposited into the International Airport Revenue Fund (IARF). As an enterprise fund the AIAS operates similarly to private businesses, and its services are primarily self-supporting through user charges and fees from AIAS' three airports. As a system of airports, the overall funding outlook for implementing the recommended capital program for ANC will depend

substantially on the financial position of the AIAS as managed by the DOT&PF and the allocation of resources among these three facilities.

Overall, the AIAS audited financial statements for year-end 2023⁶ (Financial Report) point to positive market position due to stable debt profile, secured reserves, resilient passenger and cargo activity, and a flexible capital program. A major accomplishment of fiscal year 2023 was a new, 10-year, fully residual AIAS Operating Agreement and Passenger Terminal Lease (OAPTL), that was executed by 33 air carriers. The OAPTL is a key component of AIAS's financial position, which benefits from a fully residual cost recovery basis where AIAS can recover a majority of its operating and maintenance expenses in the airfield and terminal through 2033.

Additionally, AIAS realized over \$43.7 million in capital contributions via federal grants. Together, these components of the AIAS operating profile position the agency well for undertaking capital improvements necessary to accommodate future demand.

Highlights of the AIAS Fiscal Year 2023 Financial Report include:

- AIAS reported operating revenues of approximately \$126 million, an increase from the \$85.9 million recorded in fiscal year 2020. This growth reflects a recovery in passenger and cargo activities, with passenger traffic rebounding to near pre-pandemic levels. Operating expenses for the same period were about \$102 million, resulting in an operating income of \$24 million. This positive operating income underscores the system's capacity to generate surplus funds from its core operations.
- AIAS received approximately \$50 million in capital contributions, including federal AIP grants and bond proceeds, to fund major capital projects. Significant capital projects in 2023 included terminal upgrades, infrastructure maintenance, and sustainability initiatives like energy efficiency improvements. About 70 percent of these funds were allocated to ANC, given the Airport's higher traffic volume and infrastructure demands.
- AIAS collected approximately \$20 million in PFCs during FY 2023. These funds are crucial for financing capital projects related to airport safety, capacity, and security.

Looking ahead, ANC remains in a dominant position globally, ranking among the top four airports worldwide for cargo volume and second in the U.S. for cargo aircraft landed weight. ANC is also in a dominant position in passenger air travel and is the gateway between Alaska and the Lower 48 states.

⁶ State of Alaska International Airport System, Financial Statements and Supplementary Information, Year Ended June 30, 2023.

This performance, strategic location and role in global cargo and passenger travel contribute to AIAS' positive credit ratings, its ability to issue bond debt for both new projects and the early maturity of older revenue bond issues. One example is on January 23, 2025, AIAS completed the sale of \$67.75 million in revenue refunding bonds (Series 2025A). On January 15, 2025, AIAS priced the Series 2025B revenue refunding bonds in the amount of \$50.21 million with an estimated July 8, 2025, closing. The proceeds of these bond sales are being used in part to repay higher interest bonds issued in 2016. Upon closure, the overall transaction will result in an economic gain of approximately \$8.9 million for AIAS. Moody's Investors Service assigned an 'Aa3' rating to the 2025 revenue bonds with a stable outlook citing AIAS's strong market position in cargo transfer operations, its monopoly on air service within Alaska, a conservative debt structure and effective management practices.

AIAS's revenue bond indenture requires ANC to collect sufficient rates and charges to the airlines for use of its facilities each year to provide net revenues of at least equal or exceeding 125 percent of debt service requirements during that year, also known as debt service coverage ratio (1.25). ANC's portion of net revenues have exceeded the amount required to pay debt service since 1999. The Airport has historically produced an excess of net revenues required for debt service payments, which in FY 2023 achieved a ratio of net revenue to debt service of 3.43⁷. Preliminary, unaudited financial performance for 2024 indicates a ratio of 4.00.

Based on audited FY 2023 and FY 2024 preliminary debt service coverage ratios reported by the State of Alaska⁸ and credit ratings, AIAS is in a position to issue additional revenue bond debt in the short-term, at a level that could surpass \$600-900 million⁹.

For these reasons, AIAS's financial outlook is optimistic, and implementation of the ANC CIP can proceed in alignment with passenger and air cargo activity levels and demand for the 20-year planning period.

6.4 Airport Development Phasing and Funding Plan

This section outlines a development phasing and funding plan for ANC, provides detailed project descriptions, and identifies enabling projects where applicable. The 20-year CIP for the Airport is organized into the following phases:

- Near-term phase (PAL 1) - projects over the initial years of the master planning horizon (2025-2027),

⁷ State of Alaska, Department of Revenue, Alaska Public Debt 2024-2025, January 2025.

⁸ Ibid.

⁹ RS&H, Inc. is not a registered municipal advisor under Section 15B of the Securities and Exchange Act and this statement shall not be construed as financial advice or advisory services.

- Mid-term phase (PAL 2) – projects during years six through ten of the master planning horizon (2028-2032)
- Long-term phase (PAL 3) - projects are expected to occur within the last ten years (2033-2042) of the master planning horizon.

A summary of the CIP project list by programmed term and budget year along with estimated costs is shown in **Table 6-2**.

The cost estimates for each project are ROM calculations and include estimates of environmental entitlement costs (NEPA), design and related costs (i.e., compliance and permitting), and construction. The ROM costs utilize estimated areas and unit cost factors and are escalated from 2024 dollars to last year of the PAL within which they are anticipated to be implemented. The cost escalations used sources available from the Municipality of Anchorage and State of Alaska ¹⁰. ROM estimates are valuable in the early planning stages to gauge the scale of funding needs and identify shortfalls to implementing the proposed projects. As projects progress through environmental documentation and design, more detailed and accurate cost estimates will be developed to refine the budgeting and funding requirements.

¹⁰ *State of Alaska Escalation Cost Study*, April 2023

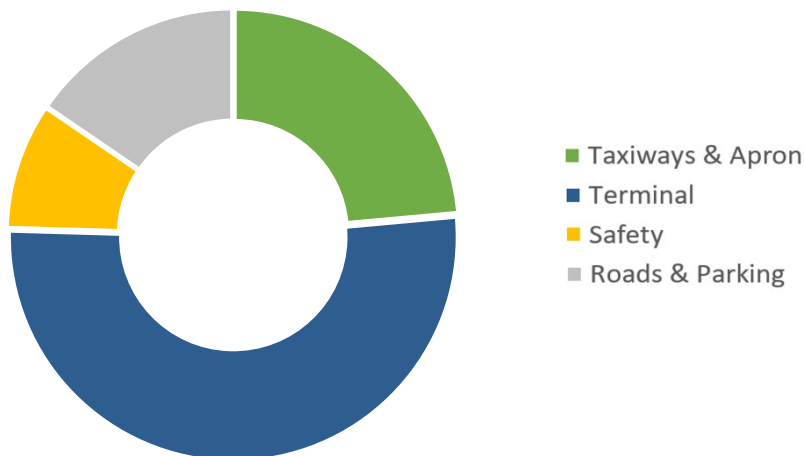
Table 6-2
ANC Capital Improvement Plan, 2024-2042 (thousands)

Proj. No.	Project	Total Project Cost	FAA Participation					AIAS Funds	
			Cargo Entitlements	Passenger Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIP Match / Share	Non-AIP Eligible
PAL 1 (2025-2027)									
1	FedEx Buildout	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Realigned Point Woronzof Road / West End Road	\$26,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000
3	ACCS Buildout	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Taxiway Z West Extension Phase 1 (Taxiway R to Taxiway H)	\$53,000	\$12,205	\$3,050	\$31,257	\$0	\$0	\$6,487	\$0
5	NorthLink Buildout	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	North End Tug Road Extension	\$13,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000
7	A Concourse Expansion	\$23,000	\$0	\$0	\$0	\$2,221	\$11,909	\$1,971	\$6,900
8	Taxiway Z East Extension (Taxiway E to Runway 25L end)	\$112,000	\$0	\$0	\$98,291	\$0	\$0	\$13,709	\$0
9	B Concourse Expansion	\$228,000	\$0	\$0	\$0	\$47,926	\$0	\$6,684	\$173,390
10	Park, Ride, and Fly Lot Expansion	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
11	USFW Buildout	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total PAL 1		\$458,000	\$12,205	\$3,050	\$129,548	\$50,146	\$11,909	\$28,851	\$222,290
PAL 2 (2028-2032)									
12	West Airpark Cargo Expansion Phase 1	\$196,000	\$0	\$0	\$172,010	\$0	\$0	\$23,990	\$0
13	North Hold Pad	\$25,000	\$14,458	\$3,670	\$3,812	\$0	\$0	\$3,060	\$0
14	New ATCT	FAA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Taxiway Z West Extension Phase 2 (Taxiway H to Runway 7R end)	\$79,000	\$1,623	\$0	\$67,707	\$0	\$0	\$9,670	\$0
16	Anchorage Airport Partners Buildout	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	C Concourse Expansion	\$308,000	\$0	\$3,800	\$0	\$0	\$0	\$530	\$303,670
18	New Parking Garage at Lot F	\$220,000	\$0	\$0	\$0	\$0	\$0	\$0	\$220,000
19	Relocated ARFF Station	\$210,000	\$30,901	\$3,839	\$75,838	\$0	\$0	\$15,422	\$84,000
20	Fuel Farm Expansion	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21	South Airpark Infill and Eastward Expansion for GA Development	Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total PAL 2		\$1,038,000	\$46,982	\$11,309	\$319,366	\$0	\$0	\$52,672	\$607,670
PAL 3 (2033-2042)									
22	P4 Aircraft Parking Position and Taxilane P Extension	\$37,000	\$15,869	\$3,878	\$12,724	\$0	\$0	\$4,529	\$0
23	New Connector Taxiway from Runway 25L End to Taxiway K	\$39,000	\$16,155	\$3,918	\$14,154	\$0	\$0	\$4,774	\$0
24	North Terminal Expansion	\$642,000	\$0	\$7,958	\$0	\$0	\$0	\$1,110	\$632,932
25	Logistics Drive	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
26	New Parking Lot in East Airpark	\$41,000	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000
Total PAL 3		\$789,000	\$32,100	\$15,800	\$26,900	\$0	\$0	\$10,500	\$704,000
Total CIP		\$2,285,000	\$91,400	\$30,300	\$475,900	\$50,200	\$12,000	\$92,100	\$1,534,000

Source: Airport Records, RS&H Analysis, 2025.

Figure 6-4 summarizes the 20-Year Capital Program for ANC by category, showing where on the Airport investments are being made.

Figure 6-4
ANC 20-Year Capital Program by Project Category



Source: Airport Records, RS&H Analysis, 2025.

Capital projects are illustrated in **Figure 6-5** and **Figure 6-6**. Projects shown on **Figure 6-6** are recommended for beyond the 20-year period and their costs are not in the 20-year CIP.

Preparation of this 20-year CIP made use of the following methodology and assumptions about funding availability and the use of those funds towards projects in the program:

- Cargo entitlements – annual cargo entitlements were estimated from the Master Plan forecast of cargo landings through the 20-year planning period. The estimates compute the ratio of cargo entitlement funds received (actual) to the number of cargo landings in 2024 and applies this amount to the Master Plan forecast of cargo landings. The use of this ratio computes to \$13.3 million in cargo entitlements in 2024, which aligns with the \$13.0 million average annual allocation in the ANC Spending Plan for that same year. Estimates of annual cargo entitlements include increases at forecast annual growth rates of cargo landing activity.
- Passenger entitlements – passenger entitlement funding was also estimated using the Master Plan forecast of passenger enplanement levels and follows the funding formula detailed in the AIP Handbook¹¹, which computes to about \$3.0 million in 2024. This amount aligns with Spending Plan levels of about \$3.2 million that same year. Passenger entitlement estimates were also escalated over the planning period using Master Plan

¹¹ Table 4-1 AIP Funds by Category, Type, and Calculation, [AIP Handbook](#)

forecast growth rates. The estimates of passenger entitlements includes a change to the formula that decreases the reduction for medium hub airports collecting PFCs at \$3.00 beginning in Federal Fiscal Year 2025.

- Discretionary – funding from AIP discretionary grants was calculated assuming 100 percent eligibility for airfield pavements and about 87 percent participation-based on Chapter 4 of the AIP Handbook¹², which specifies an increased participation for medium hub airports in states with large amounts of public land. Terminal expansion projects were assumed to have AIP discretionary support but at lower eligibility levels. Additionally, estimated discretionary grant funds for projects were reduced by the amount of entitlement funding (cargo and passenger) applied for each project to keep AIP participation within FAA funding guidelines.
- BIL AIG and ATP funds – anticipated funding from BIL AIG grants in the Spending Plan were prioritized for expansions to the A Concourse and B Concourse. ATP grant funds are included in FY 2026 as a recommendation and to identify the funding amount that fits within the program funding guidelines and for use in an application for ATP funds.
- AIAS AIP Match – the AIAS match represents the local match share of AIP eligible funds.
- AIAS Non-AIP Eligible – the Non-AIP eligible fund amount is the remaining, ineligible portion of projects necessary from AIAS to implement the CIP project.

6.4.1 PAL 1 Development Projects

PAL 1 capital improvements encompass projects slated to commence within the initial period (FY 2025 to FY 2027). These projects are phased strategically, and based upon priority, their capacity to enable further advancements, and funding availability.

PAL 1 development projects programmed at ANC are numbered 1-11 in the following list and on **Figure 6-5**. See **Appendix F – Project Pull Pages** for Project Summary Sheets for these projects.

1) FedEx Buildout

This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 22-acre aircraft parking apron for nine Airplane Design Group (ADG) II turboprop feeder aircraft, a new 186,000 square foot cargo sort building, and a ground vehicle parking with circulation. The cost of this facility would be borne by the developer/tenant.

¹² Table 4-8 Federal Shares by Airport Classification in Public Land States, [AIP Handbook](#).

2) Realigned Point Woronzof Road / West End Road

This project includes realigning Point Woronzof Road and West End Road to enable additional aeronautical development in the West Airpark. The realigned roadway would continue to provide public access to the West Airpark and other areas owned by the Municipality of Anchorage on the west side of the Airport.

3) ACCS Buildout

This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 29-acre aircraft parking apron for eight ADG-VI aircraft (4 of which are power-through capable), a new 80,000 square foot cargo sort building, and ground vehicle parking. The cost of this facility would be borne by the developer/tenant

4) Taxiway Z West Extension Phase 1 (Taxiway R to Taxiway H)

This project would extend Taxiway Z to the west from Taxiway R to Taxiway H. The Taxiway Z extension would be constructed to ADG-VI and Taxiway Design Group (TDG) 6 standards. Realignment of the parallel portion of South Tug Road would be completed as part of this project. Demolition of the Aircraft Rescue and Fire Fighting (ARFF) training facility is required to enable this project.

5) NorthLink Buildout

This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 80-acre aircraft parking apron for 15 ADG-VI aircraft (11 of which are power-through capable), a new 90,000 square foot cargo sort building, ground vehicle parking, and a glycol recovery and recycling facility. The cost of this facility would be borne by the developer/tenant.

6) North End Tug Road Extension

This project includes the construction of a new tug road around the north end of Runway 15-33. This tug road extension would be a two-lane at grade road for airside vehicles.

7) A Concourse Expansion

This project would expand the A Concourse by extending the building to the east. The project proposes adding two regional aircraft gates and approximately 6,000 square feet of terminal space. This space would accommodate expanded holdroom space, restrooms, circulation, and retail space.

8) Taxiway Z East Extension (Taxiway E to Runway 25L End)

This project would extend Taxiway Z to the west from Taxiway R to Taxiway H. The Taxiway Z extension would be constructed to ADG-VI and TDG 6 standards. Realignment of the parallel

portion of South Tug Road would be completed as part of this project. Demolition of a portion of an aircraft parking apron in the Kulis Business Park is required to enable this project.

9) B Concourse Expansion

This project would expand the B Concourse to include a "bump out" at the location near Gate L1. This project proposes adding two narrow-body jet aircraft gates and approximately 100,000 square feet of terminal space. This space would accommodate inbound and outbound baggage make-up, holdroom space, restrooms, circulation, the Security Screening Checkpoint (SSCP), and retail space.

10) Park, Ride, and Fly Lot Expansion

This project proposes expanding the Park, Ride and Fly Lot by paving the undeveloped areas around the existing lot. The net growth of parking would be 220 parking stalls.

11) USFW Buildout

This is a tenant-drive project to construct cold storage facilities in the South Airpark for the US Fish and Wildlife Service. The cost of this facility would be borne by the developer/tenant.

6.4.2 PAL 2 Development Projects

PAL 2 capital improvements are those anticipated to begin within the next 5-year period (FY 2028 to FY 2032). These projects build on implementation of PAL 1 projects, their ability to continue momentum and enable other projects, and reflect anticipated funding availability.

PAL 2 development projects programmed at ANC are numbered 12-21 in the following list and on **Figure 6-5**. See **Appendix F – Project Pull Pages** for Project Summary Sheets for these projects.

12) West Airpark Cargo Expansion Phase 1

This project includes the construction of a new aircraft parking apron. The project proposes a new air cargo apron with four power-through aircraft parking positions capable of accommodating ADG-VI aircraft. The project would also include support infrastructure such as ground support building(s) and snow storage area(s).

13) North Hold Pad

Construction of a new hold pad sufficient for large aircraft Maintenance, Repair, and Overhaul (MRO) operations. This facility includes construction of a hold pad for aircraft to conduct maintenance activities, run-ups, and conduct pre-departure activities while not obstructing taxi flow. The project proposed capacity for one ADG-VI aircraft.

14) New ATCT

This project includes the construction of a new Air Traffic Control Tower (ATCT) and TRACON facility. The FAA proposes an approximately 300-foot- tall tower to provide better visibility of the Airport environment and a larger controller cab. The cost of this facility would be borne by the FAA.

15) Taxiway Z West Extension Phase 2 (Taxiway H to Runway 7R End)

This project would extend Taxiway Z to the west from Taxiway H to Runway 7R end. The Taxiway Z extension would construct to ADG-VI and TDG 6 standards. Realignment of the parallel portion of South Tug Road would be completed as part of this project. Demolition of the ANC police training facility is required to enable this project.

16) Anchorage Airport Partners Buildout

This project includes the construction of an air cargo facility. There is an undetermined number of aircraft parking positions, and an undetermined cargo sort building associated with this project.

17) C Concourse Expansion

This project would expand the C Concourse towards the North Terminal. The project proposes two additional narrow-body jet aircraft gates and approximately 120,000 square feet of terminal space. This space would accommodate additional holdroom, circulation, and retail space.

18) New Parking Garage at Lot F

This project would construct a new vehicle parking garage on top of the existing Lot F. The project proposes a four-floor garage with approximately 1,200 parking stalls. The net growth of parking would be 885 parking stalls. Further evaluation of parking pricing, parking capacity, and other parking projects is recommended to guide construction decision and timing.

19) Relocated ARFF Station

This project would be to construct a new ARFF facility in the West Airpark to replace the function of the outdated and undersized ARFF facility in the South Airpark.

20) Fuel Farm Expansion

This project includes construction of additional Jet-A fuel storage tanks and supporting infrastructure in the West Airpark. The tenant proposes an expansion that may double the current size of the fuel farm resulting in a 16.2-acre expansion. The Anchorage Fuel and Service Company is conducting a study to determine the specific size and composition of the facility expansion.

21) South Airpark Infill and Eastward Expansion for GA Development

This project includes the development of new general aviation facilities in the South Airpark. This project accounts for the infill and development of multiple locations within the South Airpark that can be developed by one or multiple developers/tenants. The total area available for development would be approximately 30 acres, divided across three areas in the South Airpark.

6.4.3 PAL 3 Development Projects

PAL 3 capital improvements complete the 20-year master plan CIP for the Airport within the final 10-year period (FY 2033 to FY 2042). PAL 3 projects are numbered 22-26 and are illustrated on **Figure 6-5**. See **Appendix F – Project Pull Pages** for Project Summary Sheets for these projects.

22) P4 Aircraft Parking Position and Taxilane P Extension

This project includes construction of an aircraft parking apron area and a taxilane extension. The project proposes a new air cargo apron area with one power-through aircraft parking position capable of accommodating ADG-VI aircraft located east of P3. The project would also include extension of Taxilane P to provide access to the new parking position.

23) New Connector Taxiway from Runway 25L End to Runway 7L-25R

This project includes construction of a new north-south taxiway that connects Runway 25L end to intersect Runway 7L-25R. The taxiway would be constructed to ADG-VI and TDG 6 standards.

24) North Terminal Expansion

This project would renovate and expand the North Terminal. The project proposes converting some wide-body aircraft parking positions into narrow-body positions. The resulting gate count at the North Terminal would be nine jet gates (6 narrow-body and 3 wide-body). The project also proposes adding approximately 150,000 square feet to accommodate additional passenger security screening, baggage handling, holdroom, circulation, and retail space.

25) Logistics Drive

This project proposes constructing a new public access roadway parallel to Postmark Drive to enable additional aeronautical development in the North Airpark. Postmark Drive may remain in its current location but would be restricted to airport tenant access only.

26) New Parking Lot in East Airpark

This project proposes constructing a vehicle parking lot in the northwest section of the East Airpark. The net growth of parking would be 700 parking stalls.

6.4.4 Ultimate Development Projects

During the development of this Master Plan for ANC, a number of projects were identified and recommended for the Airport that are not currently justified; however, they are included here to be tracked and considered as implementation of the CIP advances during the 20-year planning period. These ultimate development projects are numbered 27-30 and depicted on **Figure 6-6**.

27) West Airpark Cargo Expansion Phase 2

This project includes construction of a new aircraft parking apron. This is the second phase of two phases to implement new a new air cargo apron in the West Airpark. The project proposes a new air cargo apron with 4 power-through aircraft parking positions capable of accommodating ADG-VI aircraft. The project would also include support infrastructure such as ground support building(s) and snow storage area(s). This project enables the shift of air cargo tech stop activity to the West Airpark. This project is part of the larger redevelopment of the West Airpark and is enabled by the Realigned Point Woronzof Rd and North End Tug Road Extension projects.

28) Taxiway K Cargo Apron Hardstands

This project would add aircraft parking capacity to satisfy existing and future air cargo demand.

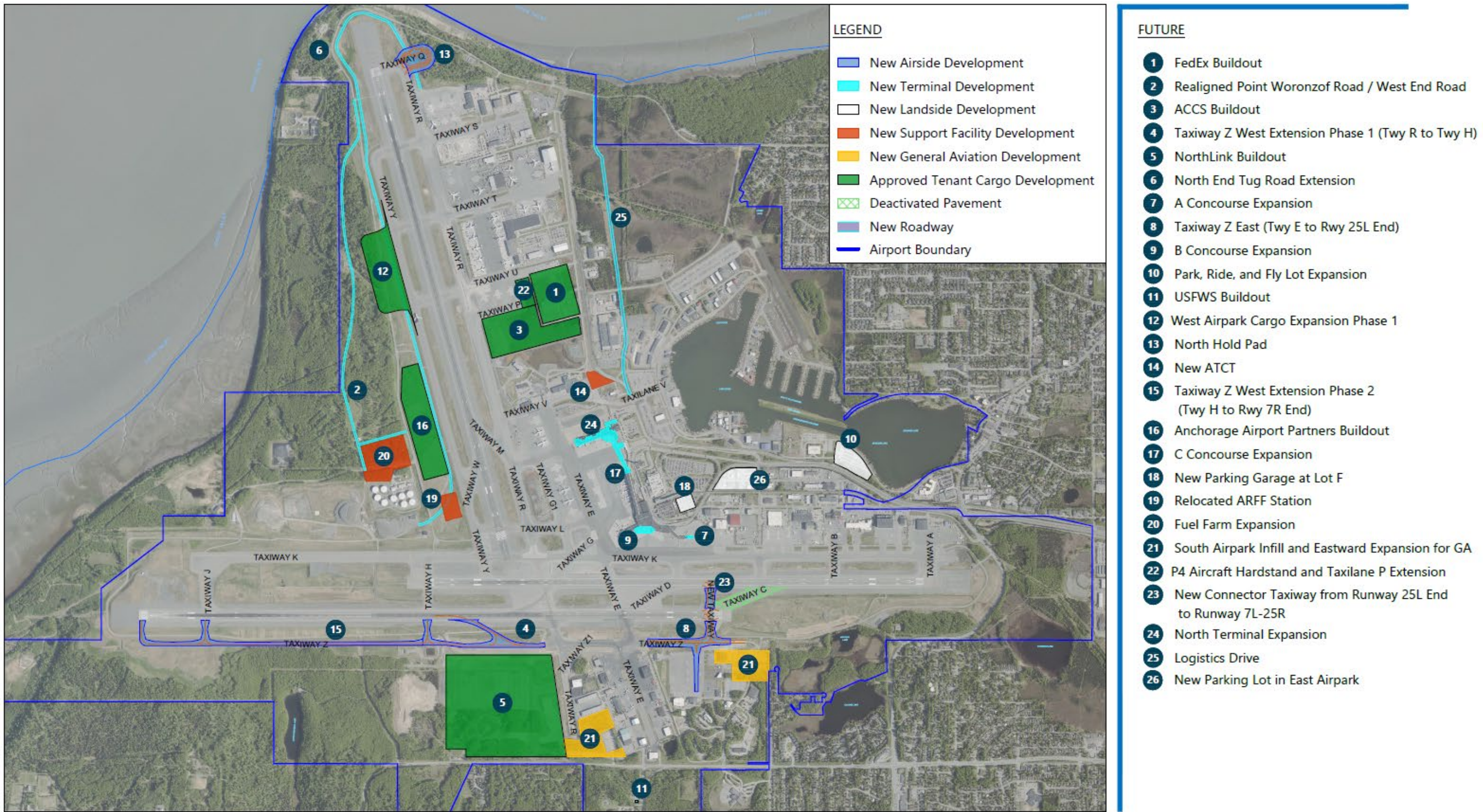
29) Airfield Tunnel

This project would support further aeronautical development in the West Airpark.

30) Runway 15R-33L and New Taxiways

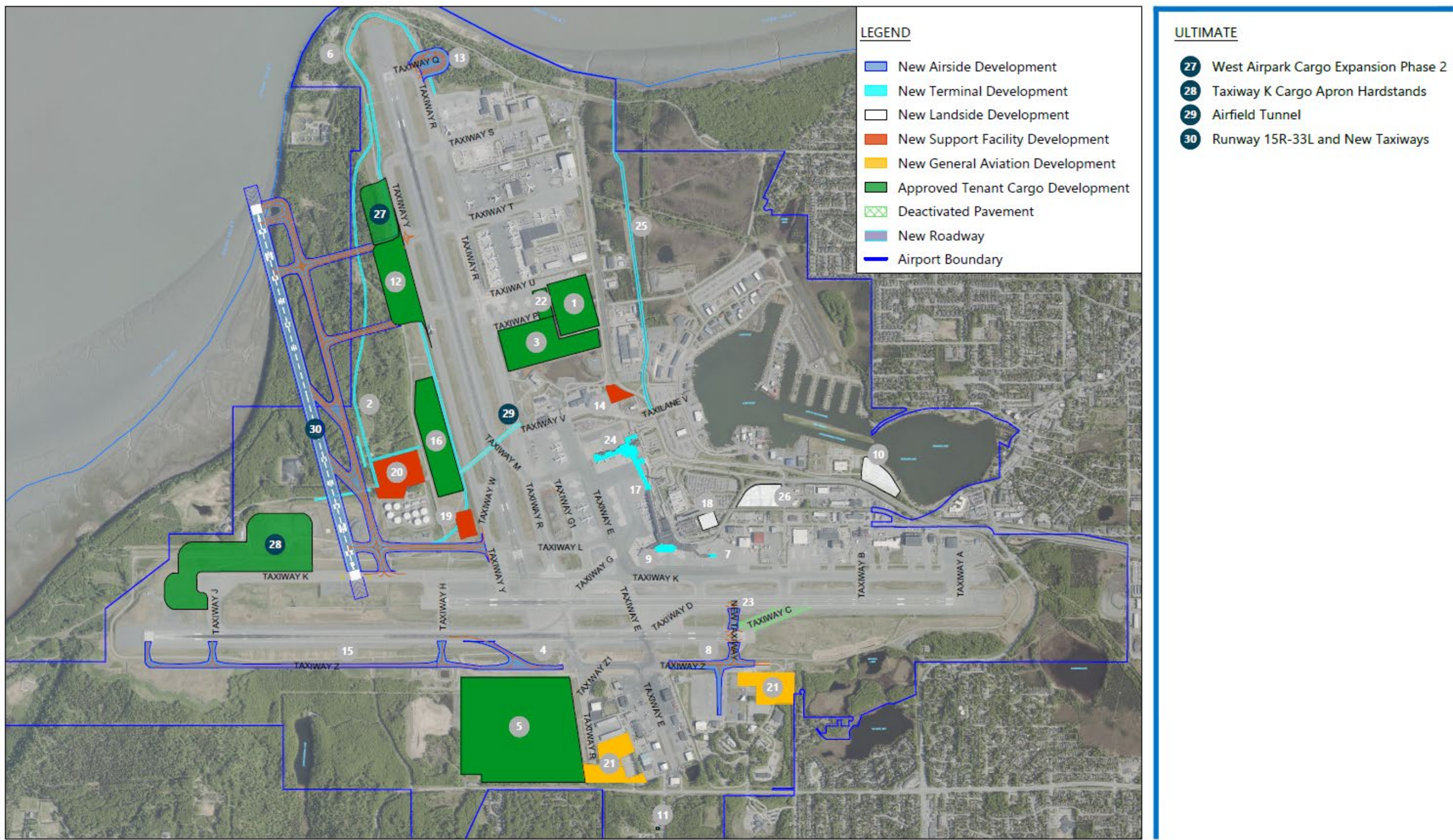
This will be implemented only after the DOT&PF completes a study to determine if another airport within Alaska is better suited to accommodate a new runway. The need for this study (and potential new runway) would be triggered by increased airfield congestion and delay at ANC.

Figure 6-5
Preferred Alternative Project Phasing Plan (Future)



Source: RS&H, 2024.

Figure 6-6
Preferred Alternative Project Phasing Plan (Ultimate)



Source: RS&H, 2024.

6.5 Summary of CIP Funding Needs and Financial Feasibility

This section summarizes the level of funding needed to implement the recommended 20-year CIP at the Airport and highlights:

- the overall timeline and scale of AIAS funding needs to realize the ANC Master Plan CIP,
- considerations for use of BIL AIG allocations in the near-term,
- opportunity for a BIL ATP grant before the end of the program in 2026, and
- strategies for making the most of AIP entitlement funds and positioning for strong discretionary grant requests.

As shown in **Table 6-2**, the capital program funding need for ANC approaches \$2.3 billion in total project costs for the planning period. The CIP indicates a total need of more than \$597 million in AIP entitlement and discretionary grants, \$62 million in BIL AIG and ATP grant funds, and more than \$1.65 billion in AIAS funds, of which about six percent is AIP match funds and 94 percent for non-AIP eligible project funding. **Table 6-3** provides a breakdown of CIP funding needs by period and source.

Table 6-3
Anticipated Funding by Source

	PAL 1	PAL 2	PAL 3	Total
	2025-2027	2028-2032	2033-2042	
Funding Source				
Cargo Entitlement	\$12,300,000	\$47,000,000	\$32,100,000	\$91,400,000
Passenger Entitlement	\$3,100,000	\$11,400,000	\$15,800,000	\$30,300,000
Discretionary	\$129,600,000	\$319,400,000	\$26,900,000	\$475,900,000
BIL AIG	\$50,200,000	\$0	\$0	\$50,200,000
BIL ATP	\$12,000,000	\$0	\$0	\$12,000,000
AIAS AIP Match / Share	\$28,900,000	\$52,700,000	\$10,500,000	\$92,100,000
AIAS for Non-AIP Eligible	\$222,300,000	\$607,700,000	\$704,000,000	\$1,534,000,000
Total	\$458,400,000	\$1,038,200,000	\$789,300,000	\$2,285,900,000

Source: FAA; Airport Financial Records; RS&H Analysis, 2025.

Notes: BIL funding concludes with FY 2026 allocations.

The following sections provide a snapshot of funding needs and strategies for each period.

6.5.1 Near-Term (2025-2027)

In the near-term (PAL 1), funding needs are driven by AIP eligible projects such as the Taxiway Z West and East extensions, which are already included in the AIAS Spending Plan for ANC. These projects are programmed in the CIP for FY 2026 and 2027 and follow over \$65 million of improvements made in FY 2023 to prepare for these construction phases. The funding plan for these projects is programmed to include entitlement (cargo and passenger) and AIP discretionary grant funds.

New projects from this Master Plan for the near-term period of the CIP are as follows:

- Expansions to A Concourse and B Concourse – Terminal projects are eligible for use of BIL AIG grant funds and presents an opportunity for pursuit of a BIL ATP grant in 2026, which is the final year of the BIL ATP program. The CIP includes \$11.9 million in ATP funds as a placeholder for the A Concourse expansion, along with \$2.2 million in BIL AIG allocations, and AIAS funds of about \$2 million in grant share and \$6.9 million in additional AIAS funds to implement the expansion. The AIAS Spending Plan for ANC currently earmarks the above-noted \$2.2 million in BIL AIG grants from 2023 for the Taxiway Z West Extension in 2026. However, use of AIG funds is a better fit for terminal projects than airfield pavement since terminal projects are not eligible for AIP discretionary funding at Medium Hub airports and Taxiway Z improvements achieve a higher National Priority Rating (NPR) score compared to terminal expansions.

Therefore, the CIP also proposes prioritizing the nearly \$48 million in BIL AIG grant funds currently in the Spending Plan for Taxiway Y Cargo Apron Hardstands in 2028 for the B Concourse. At a total cost of \$228 million, the expansion of the B Concourse may not have access to passenger entitlement funding as it will compete for funds programmed for other projects in the Spending Plan for 2027.

Overall, the proposed funding strategy prioritizes the need for expansions to the A Concourse and B Concourse in the near-term and makes use of BIL funds, which may not likely be available by the time the C Concourse expansion would be required.

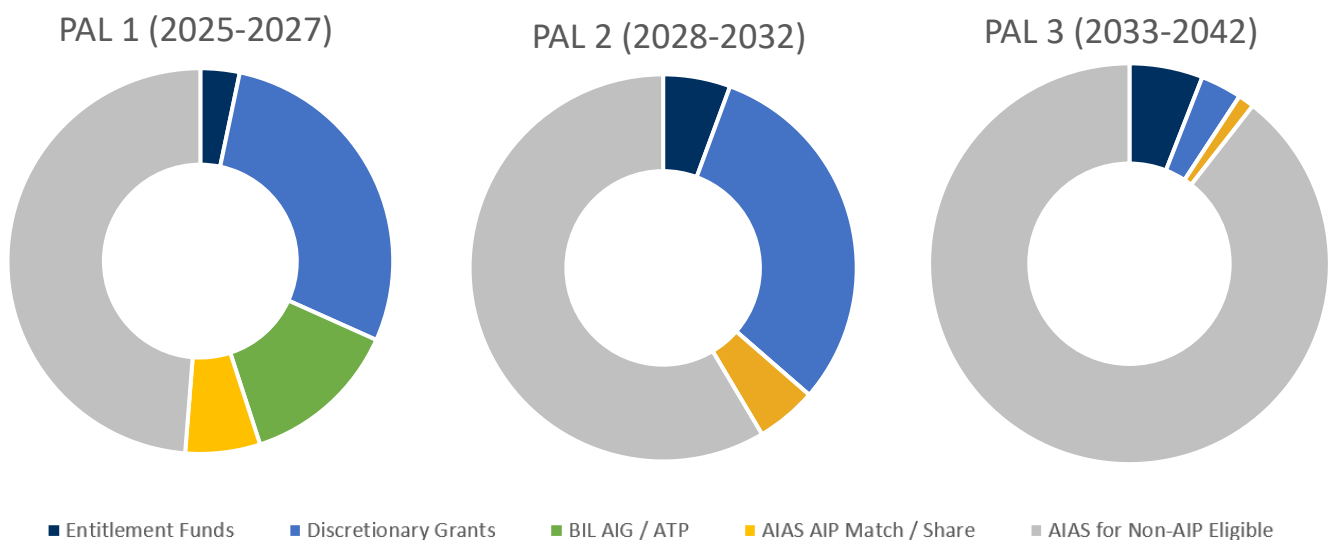
The prioritization of BIL funding for the A Concourse and B Concourse in the near-term still requires substantial AIAS funding support, which amounts to \$189 million in the near-term for those projects alone.

- Roadway and Parking - Two roadway projects and one parking project that are either ineligible or partially eligible for AIP Funds are estimated to cost \$42 million (Realigned Point Woronzof Road, North Tug Road Extension, and Park, Ride, and Fly Lot Expansion).

Together, these new CIP PAL 1 projects will require nearly \$231 million in AIAS funds in addition to those programmed in the Spending Plan, and federal funding for these projects is limited to BIL grant awards of \$14 million.

Figure 6-7 illustrates how funding needs evolve over the planning period. As indicated, AIAS funds account for 55 percent of capital program costs for the near-term (PAL 1) period, which increases to more than 64 percent in mid-term (PAL 2), and over 90 percent for the long-term (PAL 3) period. BIL program funds are available only through Federal Fiscal Year 2026, when the current BIL program expires.

Figure 6-7 Funding Need by Source by Period



Source: FAA; Airport Financial Records; RS&H Analysis, 2025.

6.5.2 Mid-Term (2028-2032)

Moving into the mid-term phase (PAL 2), funding needs surpass \$1 billion, mostly from the following four large AIP-eligible projects that combine for a total cost of nearly \$378 million from federal grant funding and \$52 million in AIAS AIP-match funds:

- West Airpark Cargo Expansion Phase 1
- North Hold Pad
- Taxiway Z West Extension Phase 2, and
- Relocation of the ARFF Station

Development of the mid-term CIP utilized plan evaluated the use of entitlement funding between AIP projects, specifically the newly identified project North Hold Pad as compared to the West Airpark Cargo Expansion Phase 1 as programed in the Spending Plan, both anticipated for 2028. The AIP-eligibility and FAA participation for both projects are anticipated to be the same; however, the North Hold Pad may ultimately score higher as compared to the cargo apron because the Hold Pad can improve aircraft taxi flow due to use for pre-departure activities and run-ups as compared to the more capacity-focused cargo apron.

The addition of C Concourse expansion and a New Parking Garage at Lot F in PAL 2 add more than \$524 million in AIAS funding needs, very little of which will be AIP-eligible or have access to passenger entitlement funding based upon the use of funds to implement other projects in the Spending Plan or CIP.

In the final year of PAL 2 (2032) a relocated ARFF Station is recommended, which is AIP eligible and shown in the CIP to make use of Cargo entitlement funding for 2031-2032. However, the current Spending Plan does include the use of Cargo entitlement funds in those years, for rehabilitation of a portion of Taxiway K, North Terminal improvements at two gates and for equipment. As time approaches for funding these projects, the condition and/or demand for improvements to these facilities and equipment will become clearer and AIAS will implement projects in close coordination with the FAA.

6.5.3 Long-Term (2033-2043) and Beyond

Master Plan projects recommended for the remaining 10-year period reflect long-term needs and could reach \$790 million, with AIAS funding identified to represent 90 percent of period costs. Most of this cost is associated with the North Terminal Expansion, which is estimated to exceed \$640 million. Other projects in the long term depend significantly on passenger and cargo activity continuing as anticipated in the forecast, such as:

- P4 Aircraft Parking Position and Taxilane P Extension
- New Connector Taxiway from Runway 25L End to Taxiway K
- New Parking Lot in East Airpark

Beyond 2042, capital improvements at ANC may include the justification for a new runway and associated taxiway system if airfield activity at ANC creates increases in congestion and delay.

6.6 Conclusion

Overall, the recommended 20-year CIP for ANC accounts for 26 projects that improve airfield and aircraft operations, terminal and landside capacity, safety, traffic and parking, passenger experience, and cargo activity. Twelve of the projects are eligible for federal funding through AIP entitlement, discretionary, or BIL grant funding programs (through 2026 expiration of the BIL

program). The remaining 16 projects are expected to be funded through other sources (e.g., FAA ATC, private).

As described here, the 20-year funding needs for ANC will require federal funding that exceeds historical levels. **Table 6-4** condenses funding for the 20-year CIP into federal and local categories, and includes percentage share of the capital program for ANC.

Table 6-4

Funding Needs by Share, Federal and Local (thousands)

	PAL 1	PAL 2	PAL 3	Total
	2025-2027	2028-2032	2033-2042	
Funding Source				
Federal (AIP, AIG, ATP)	\$207,200	\$377,800	\$74,800	\$659,800
AIAS (AIP Match & Ineligible)	\$251,200	\$660,400	\$714,500	\$1,626,100
Total	\$458,400	\$1,038,200	\$789,300	\$2,285,900
% Share – AIAS / FAA	55% / 45%	64% / 36%	91% / 9%	71% / 29%
Average Annual				
Federal (AIP, AIG, ATP)	\$41,440	\$75,560	\$14,960	\$32,990
AIAS (AIP Match & Ineligible)	\$50,240	\$132,080	\$142,900	\$81,305

Source: FAA; Airport Financial Records; RS&H Analysis, 2025.

Notes: BIL funding concludes with FY 2026 allocations.

As described in **Section 6.3.1** Federal Funding Outlook, federal support for capital program costs at ANC have been \$500 million since 2014, an average annual contribution of more than \$45.4 million. Since 2020, however, the average annual federal funding has increased to nearly \$66.3 million from supplemental discretionary, BIL AIG, BIL ATP, and Covid relief funding. Considering these recent and historical funding levels from federal sources have ranged from \$45-66 million, the 20-year CIP annual need of about \$32.9 million from federal sources appears feasible if existing grant programs remain intact, benefit from timely U.S. Congressional reauthorizations, and annual appropriations do not decrease.

AIAS will need to issue new debt to make this feasible. The sizing of the debt will depend upon detailed projections of future financials to assess the ability of AIAS to service annual debt payments, investor demand, and assessments of risk and sensitivity to anticipated industry or market changes. However, as referenced in **Section 6.3.2** and based debt service coverage¹³

¹³ Ibid.

and credit ratings, AIAS may have debt capacity to support implementation of the CIP through PAL 2 or 2032 at a level that could surpass \$600-900 million¹⁴.

¹⁴ RS&H, Inc. is not a registered municipal advisor under Section 15B of the Securities and Exchange Act and this statement shall not be construed as financial advice or advisory services.



January 2026

Ted Stevens Anchorage International Airport Master Plan Update Chapter 7 – Public Involvement





Ted Stevens
Anchorage International Airport
Master Plan Update
Chapter 7 – Public Involvement

FINAL

January 2026

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Prepared by HDR, Inc. for RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

Ted Stevens Anchorage International Airport
Airport Master Plan Update

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Preface

The Ted Stevens Anchorage International Airport (Airport) Master Plan Update (Master Plan Update) provides Airport management and the Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy to develop the Ted Stevens Anchorage International Airport. The intent of the Master Plan Update is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan Update is 20 years.

The Federal Aviation Administration provides guidance for Master Plan development in FAA Advisory Circular 150 / 5070-6B, *Airport Master Plans*. Although not required, the Advisory Circular strongly recommends airports prepare a Master Plan. Funding for the Master Plan Update is provided primarily by the Federal Aviation Administration through an Airport Improvement Program grant.

A comprehensive Master Plan Update was last prepared between 2012 and 2014. This Master Plan Update was initiated in December 2021 and is anticipated to conclude in 2025. The DOT&PF entered into a contract with the firm RS&H to lead this effort. The Master Plan Update included a comprehensive public and stakeholder involvement program.

Table of Contents

7.1	Public Involvement Overview.....	1
7.2	Project Website	4
7.3	Stakeholder Committees.....	4
7.3.1	Airline Advisory Committee (AAC)	5
7.3.2	Stakeholder Working Group (SWG).....	6
7.3.3	Committee Meeting #1: Project Foundation, May 31, 2023	8
7.3.4	Committee Meetings #2: Visioning: Aviation Forecast/Facility Requirements, September 14, 2023.....	9
7.3.5	Committee Meetings #3: Implementation: Preliminary Alternatives, February 5 and 6, 2024.....	11
7.3.6	Committee Meetings #4: Implementation (Draft Preferred Alternatives), May 29, 2024	13
7.4	Public Meetings.....	14
7.4.1	Public Meeting #1: Project Foundation (Goals and Objectives), May 31, 2023	15
7.4.2	Public Meeting #2: Visioning (Aviation Forecast/Facility Requirements), September 14, 2023.....	17
7.4.3	Public Meeting #3: Implementation (Draft Preliminary Alternatives), February 6, 2024	19
7.4.4	Public Meeting #4: Implementation (Preferred Alternatives), May 29, 2024	23
7.5	Online Open Houses	27
7.6	Comment Management.....	28
7.7	Tribal Coordination.....	28

List of Appendices

<i>APPENDIX A-1</i>	Public Involvement Plan (PIP)
<i>APPENDIX A-2</i>	Public Involvement Chronology
<i>APPENDIX A-3</i>	Public Meeting #1 Report
<i>APPENDIX A-4</i>	Public Meeting #2 Report
<i>APPENDIX A-5</i>	Public Meeting #3 Report
<i>APPENDIX A-6</i>	Public Meeting #4 Report
<i>APPENDIX A-7</i>	Comment Log

List of Tables

Table 7-1 ANC Master Plan Project Key Decisions and Phases	3
Table 7-2 Airlines Advisory Committee Members.....	5
Table 7-3 AAC Meetings	6
Table 7-4 Stakeholder Working Group Organizations	7
Table 7-5 SWG Meetings	8
Table 7-6 Public Meetings	15
Table 7-7 Online Open Houses.....	27

List of Figures

Figure 7-1 Committee Meeting #1 Presentation	9
Figure 7-2 Committee Meeting #1 Breakout Session	9
Figure 7-3 AAC Committee Meeting #3.....	13
Figure 7-4 SWG Committee Meeting #3.....	13
Figure 7-5 Committee Meeting #4 News Interview.....	14
Figure 7-6 Committee Meeting #4 Presentation	14
Figure 7-7 Public Meeting #3 Presentation	20
Figure 7-8 Overview of proposed alternatives in all four Airport functional areas.....	24
Figure 7-9 Public Meeting #4 Presentation	25
Figure 7-10 Public Meeting #4 Presentation.....	25
Figure 7-11 Screenshot of the project website (https://ancmpuonline.com) and the four archived online public meetings.....	28

Acronyms and Abbreviations

AAAC	Airport Airline Affairs Committee
AAC	Aircraft Approach Category or Alaska Administrative Code
AACC	Anchorage Airport Communications Committee
AAD	Annual Average Day
AADT	Annual Average Daily Traffic
AAGR	Average Annual Growth Rate
AC	Advisory Circular
ACHP	Advisory Council on Historic Preservation
ACMI	Aircraft, Crew, Maintenance, and Insurance
ACMP	Anchorage Coastal Management Plan
ACRP	Airport Cooperative Research Program
ADAPT	Annual Delay and Activity Performance Times
ADEC	Alaska Department of Environmental Conservation
ADF	Aircraft Deicing Fluid
ADF&G	Alaska Department of Fish and Game
ADG	Airplane Design Group
ADNR, OHA	Alaska Department of Natural Resources, Office of History and Archaeology
ADOLWD	Alaska Department of Labor and Workforce Development
AEDC	Alaska Economic Development Corporation
AFSC	Anchorage Fueling and Service Company
AGL	Above Ground Line
AHPA	Alaska Historic Preservation Act
AHRS	Alaska Heritage Resource Survey
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
AIP	Airport Improvement Program
Airport	Ted Stevens Anchorage International Airport
AIT	Advanced Imaging Technology
AMATS	Anchorage Metropolitan Area Transportation Study
ANGB	Air National Guard Base
AOA	Air Operations Area
APDES	Alaska Pollutant Discharge Elimination System
APU	Auxiliary Power Units
ARC	Airport Reference Code
ARFF	Aircraft Rescue and Fire Fighting
AS	Alaska Statute
ASDA	Accelerate-Stop Distance Available
ASDE	Airport Surface Detection Equipment

Ted Stevens Anchorage International Airport
Airport Master Plan Update

ASIG	Aircraft Service International Group
ASPM	Aviation System Performance Metrics
ASR	Airport Surveillance Radar
ATCT	Airport Traffic Control Tower
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
BAT	Best Available Technology
BGEPA	Bald and Golden Eagle Protection Act
BMPs	Best Management Practices
BRAC	Base Realignment and Closure
BRL	Building Restriction Line
CAA	Clean Air Act
CAD	Computer-aided Design
CATS	Compliance Activity Tracking System
CBIS	Checked Baggage Inspection System
CBP	Customs and Border Protection
CBRA	Checked Baggage Resolution Area
CCSF	Certified Cargo Screening Facility
CDS	Consolidated De-Icing Services
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	Conditionally Exempt Small Quantity Generator
CFC	Customer Facility Charge
CFR	Code of Federal Regulations, or Crash / Fire / Rescue
CIP	Capital Improvement Plan
CO	Carbon Monoxide
Coastal Trail	Tony Knowles Coastal Trail
COD	Chemical Oxygen Demand
CONRAC	Consolidated Rental Car Facility
CUPPS	Common Use Passenger Processing Systems
CZMA	Coastal Zone Management Act
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DNL	Day-night Average Sound Level
DO	Dissolved Oxygen
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EAS	Essential Air Service
EDS	Explosive Detection System

Ted Stevens Anchorage International Airport
Airport Master Plan Update

EMS	Environmental Management System
EOC	Emergency Operations Center
EQA	Equivalent Aircraft
ETD	Explosive Trace Detection
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
FIS	Federal Inspection Service
FMRA	FAA Modernization and Reform Act of 2012
FY	Fiscal Year
GA	General Aviation
GPS	Global Positioning System
GRE	Ground Run-Up Enclosure
GSE	Ground Service Equipment
HLB	Heritage Land Bank
IAS	International Aviation Services, Inc.
IATA	International Air Transport Association
IBC	International Building Code
IFR	Instrument Flight Rules
IFT	International Freight Terminal
ILS	Instrument Landing System
INM	Integrated Noise Model
ISER	Institute of Social and Economic Research (at the University of Alaska Anchorage)
JBER	Joint Base Elmendorf-Richardson
LDA	Landing Distance Available
LOC	Localizer
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MOA	Municipality of Anchorage
MSA	Metropolitan Statistical Area
MSGP	Multi-Sector General Permit
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NAC	Northern Air Cargo

Ted Stevens Anchorage International Airport
Airport Master Plan Update

NADP	Noise Abatement Departure Profiles
NAMS	Northern Air Maintenance Services
NAVAID	Navigational Aid
NCP	Noise Compatibility Program
NDB	Non-directional Beacon
NEMs	Noise Exposure Maps
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NPIAS	National Plan of Integrated Airport System
NPL	National Priorities List
NRHP	National Register of Historic Places
O&D	Origin and Destination
O&M	Operations and Maintenance
OAIASS	Optimize AIAS Strategy
OER	Operating Expense Ratio
OFA	Object Free Area
OFZ	Obstacle Free Zone
OSR	On-Screen Resolution
PAL	Planning Activity Level
PAPI	Precision Approach Path Indicator
PCC	Portland Cement Concrete
PCI	Pavement Condition Index
PDARS	Performance Data Analysis and Reporting System
PFAS	Per- and Polyfluoroalkyl Substances
PFC	Passenger Facility Charges
PM-10	Particulate Matter with a Diameter of 10 Microns or Less
PM-2.5	Particulate Matter with a Diameter of 2.5 Microns or Less
QTF	Quick-Turnaround Facility
RCRA	Resource Conservation and Recovery Act
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RON	Remain Overnight
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSIP	Residential Sound Insulation Program
RTR	Remote Transmitter Receiver

Ted Stevens Anchorage International Airport
Airport Master Plan Update

SCS	Sterile Corridor System
SHPO	State Historic Preservation Office(r)
SIDA	Security Identification Display Area
SIP	State Implementation Plan
SSCP	Security Screening Checkpoint
STEP	South Terminal Expansion Project
SWPPP	Stormwater Pollution Prevention Plan
TACAN	Tactical Air Navigation
TDG	Taxiway Design Group
TERPS	Terminal Instrument Procedures
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
TRACON	Terminal Radar Approach Control
TSA	Transportation Security Administration
UPS	United Parcel Service
USDA-WS	U.S. Department of Agriculture - Wildlife Services
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USPS	United States Postal Service
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VOCs	Volatile Organic Compounds
VOR	Very High Frequency Omnidirectional Range
WAAS	Wide Area Augmentation Systems
WADP	West Anchorage District Plan
WBI	Whole Body Imaging
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan

7.1 Public Involvement Overview

The Ted Stevens Anchorage International Airport (ANC or Airport) *Master Plan Update* (Master Plan) provides Airport management and the Alaska Department of Transportation and Public Facilities (DOT&PF) with a strategy for the Airport to meet future aviation demand. The intent of the Master Plan is to provide guidance that will enable Airport management to strategically position the Airport for the future by maximizing operational efficiency and business effectiveness, as well as by maximizing property availability for aeronautical development through efficient planning. While long-term development is considered in master planning efforts, the typical planning horizon for the Master Plan is 20 years.

The Federal Aviation Administration (FAA) provides guidance for Master Plan development in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*. Funding for the Master Plan is provided primarily by the FAA through an Airport Improvement Program grant.

A comprehensive Master Plan was last prepared in 2014. The current Master Plan was initiated in March 2021 and will conclude in early 2025. DOT&PF contracted with the firm RS&H to lead this effort. RS&H subcontracted with HDR, Inc., for public involvement and civil engineering support; MCG Explore Design for terminal planning; and Lounsbury & Associates, Inc., for aeronautical survey. The Master Plan includes a comprehensive public and stakeholder involvement program.

Public input has shaped the Master Plan process by informing stakeholders of progress and giving them the opportunity to provide comments and share concerns. Public input was solicited at each of the project phases below:

- **Study Design.** To scope out the Master Plan, the team reviewed previous studies and FAA guidance and met with the Airport staff. The team then defined the scope of the study and completed a Public Involvement Plan (PIP) to guide engagement. The draft PIP was published on the project website for public awareness.
- **Phase 1: Project Foundation**
 1. **Goals and objectives** for the Master Plan were defined. Drafts were shared with stakeholders and refined to reflect feedback.
 2. An **inventory** was conducted to establish existing conditions. The team updated any changes that occurred since the prior Master Plan. Airport staff, tenants, and stakeholders helped identify changes in the existing conditions. Results of the inventory were shared with the public and stakeholders.

➤ **Phase 2: Visioning**

3. The **aviation forecast** was developed to project passenger, cargo, and operations growth at the Airport. To develop the forecast, the team reached out to the major airline stakeholders and chairs of the Airline Advisory Committee (AAC) to obtain forecast-related information. The airlines play an important role in the forecast of aviation activity, and the team engaged them early in the process, so they were aware the forecast was underway and understood their role in developing an acceptable forecast. The forecast included insight on future activity and was presented to the public after the data was accepted by FAA.
1. **Facility requirements** were primarily determined by analyzing existing facility data relative to forecast demand. For those facilities for which a technical analysis could be used to assess facility needs, stakeholder input and industry expertise were relied upon to establish future needs. For this Master Plan, facility requirements relied upon demand-level trigger points (planning activity levels or PALs) to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance or level of service and triggering a need for an improved or expanded facility. This stands in contrast to using a calendar to establish a timeline for facility improvements. The results of the facility requirements analysis provided the foundation for alternatives development. Facility requirements were shared with the public for feedback prior to developing alternatives.

➤ **Phase 3: Implementation**

1. The team prepared conceptual **alternatives development** based on the established facility requirements. Multiple preliminary alternatives were conceived to meet future facility needs. This process included the consultant team, Airport staff, and tenants or stakeholders who articulated specific development needs or concepts to meet their operations or facility needs. Next, **evaluation criteria** were established to help evaluate the relative merit and/or performance of each preliminary alternative. Both objective and subjective criteria were used to evaluate the preliminary alternatives.
2. The preliminary **alternatives evaluation** measured the development alternatives against the evaluation criteria to identify those that best meet the Airport's needs. Multiple alternatives were then refined and combined to more fully address the Airport's needs and evaluation criteria and move forward.
3. Based on the results of evaluation and public input, the Airport selected **draft preferred alternatives** that best met the goals and objectives defined during project initiation, reflected in the evaluation criteria. The draft preferred alternatives included an alternative for each sub-area (airside, landside, terminal, and support). These were shared for public review and input prior to final selection.

➤ **Phase 4: Final Documentation**

1. The **facilities implementation plan** was developed to provide recommendations on how to implement the Master Plan and the final preferred alternative. This plan included a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. The team updated to-scale airport drawings that comprise the **Airport Layout Plan (ALP)**, depicting proposed developments that comprise the selected alternative.
2. A **final report** summarized all the work completed. It documents the Master Plan conditions, findings, and development plans. The report also includes a financial feasibility analysis for identified Airport improvements. The final report was published and made available to the public on the project website.

Table 7-1 provides key decisions and associated public involvement tools used during Phases 1 through 4.

Table 7-1
ANC Master Plan Project Key Decisions and Phases

Phase	Key Decisions	Public Involvement Tools
Study Design	Public engagement approach	PIP
Phase 1: Project Foundation	- Issues, Goals, and Objectives defined - Inventory of existing conditions	- Website - Email List - Outreach to airlines - Convene committees - Combined Committee Meeting #1 - Public Meeting #1
Phase 2: Visioning	- Aviation Forecast developed - Facility Requirements define needs	- AAC & SWG Committee Meetings #2 - Public Meeting #2
Phase 3: Implementation	- Evaluation Criteria determined - Alternatives developed - Alternatives evaluated - Draft Preferred Alternatives selected	- Committee Meetings #3 - Public Meeting #3 - Combined Committee Meeting #4 - Public Meeting #4
Phase 4: Final Documentation	- Final preferred alternatives - Airport Layout Plan	Final Report on website

Public involvement efforts included a PIP (see **Appendix A-1 - Public Involvement Plan [PIP]**) to provide a transparent process that allowed stakeholders to be actively engaged while simultaneously considering the Airport's resources and responsibilities. Tactics used included:

- Project website
- Stakeholder committees
- Public meetings
- Online open houses
- Community council meetings
- Mailing lists
- Emails
- Print materials
- Social media
- Media coordination and monitoring
- Message development and refinement
- Comment management

The public outreach and communication details are documented in **Appendix A-2 - Public Involvement Chronology**.

7.2 Project Website

The team launched a project website, <https://ancmpu.com/> on December 12, 2022. Updated frequently, the website was used to communicate with the public and to share the library of project materials. Overall, the traffic to the website increased during key project milestones, typically during advertising of the four public meetings and online open houses.

7.3 Stakeholder Committees

Two committees were convened to provide detailed feedback throughout the development of the Master Plan:

- **The Airline Advisory Committee (AAC)** was composed of 12 individuals who represented airlines, airport businesses that serve major airlines, and the Federal Aviation Administration (FAA) Air Traffic Controllers. The AAC members had a sound technical understanding of the airport's day to day operation and provided insight on existing operational challenges and potential planning solutions.
- **The Stakeholder Working Group (SWG)** was composed of 14 individuals who represented businesses both on and off the airport, community groups, FAA Airports division, and the local economic development corporation. The SWG members had a

sound understanding of the airport's local economic impact as well as a sensitivity to the airport's impact on nearby communities.

While the team strongly considered recommendations from both committees for possible adoption, Airport management remained the ultimate decision-making body responsible for the Master Plan.

To convene the committees, the Airport and project team identified organizations that had the best understanding of the Airport's current issues and operations and sorted them into AAC or SWG participants. Each organization received an email invitation to appoint a representative to the committee(s). The team followed up with phone calls as needed to establish contact. Once a representative was identified, the team sent a two-page questionnaire confirming the representative's commitment and availability. Meetings were scheduled to allow the maximum number of representatives to attend.

7.3.1 Airline Advisory Committee (AAC)

The AAC was convened to provide industry-specific insights. The committee was composed of representatives from major airlines and technical stakeholders that represent businesses and airlines that operate at the Airport. The AAC was convened early in the planning process to foster collaboration, address operational concerns, and align the Master Plan with strategic interests of both the Airport and its airline partners. The team held regular meetings, workshops, and review sessions to gather feedback; resolve issues; and maintain a transparent, cooperative approach. The AAC included the following organizations (see **Table 7-2**):

Table 7-2
Airlines Advisory Committee Members

Organization	Representative	Alternate
Airline Advisory Committee (AAC)		
Alaska Airlines	Amy Fuller-Lyman	Lynae Craig
Atlas Air	Dan Lansing	Kevin Miller, Tyler Cresswell
AvAir Pros	David Brewer	N/A
AvAir Pros/ATR	Kottayam V. Natarajan Jr.	N/A
Delta	Richard D. Katz	N/A
FAA Air Traffic Control	Cody Webb	Joshua Coleman
FedEx	David Fiore	N/A

Organization	Representative	Alternate
Grant Aviation	Dan Knesek	Robert Kelley, Gabe Kompkoff
Nippon Cargo Airlines	Shawn McWorther	Koji Hawgiwawra, Suad Arifovic
Ryan Air	Lee Ryan	Wilfred Ryan
UPS	Tom Foote	Roger Emerson
JBER/USAF	Tor Anderzen	Jon Scudder

Notes: JBER = Joint Base Elmendorf-Richardson; N/A = not applicable

A total of four AAC meetings were conducted: two combined meetings with the SWG for the kick-off and conclusion, and two AAC-only meetings during the facility requirements/aviation forecast as well as alternatives. All meetings were professionally facilitated and noticed on the State of Alaska online public notices website at <https://aws.state.ak.us/OnlinePublicNotices/Default.aspx>. The meetings were open to the public to observe the proceedings, and an opportunity for public comment was provided at the conclusion of the meetings. **Table 7-3** summarizes meetings the AAC attended.

Table 7-3
AAC Meetings

No.	Committee	Purpose	Details
1	Combined AAC & SWG	Phase 1: Project Foundation	05/31/2023 from 3:00–5:00 p.m. Lakefront Hotel, Grand Ballroom
2	AAC	Phase 2: Visioning	09/14/2023 from 10:00 a.m.–12:00 p.m. Coast Inn at Lake Hood, McKinley Ballroom
3	AAC	Phase 3: Implementation	02/05/2024 from 2:00–4:00 p.m. ANC Staff Offices, Conference Room
4	Combined AAC & SWG	Phase 3: Implementation (Draft Preferred Alternatives)	05/29/2024 from 10:00 a.m.–12:00 p.m. Coast Inn at Lake Hood, McKinley Ballroom

7.3.2 Stakeholder Working Group (SWG)

The SWG was established to ensure local agency, resident, and business involvement in the planning process. The group was structured to represent diverse community interests, including economic development, environmental concerns, and neighborhood impacts. The team invited

members from local government, nearby businesses, and community organizations to participate in workshops and meetings, during which they could provide feedback, share concerns, and contribute to shaping the Master Plan. This collaborative approach helped ensure the Master Plan reflected the needs and priorities of the broader community, fostering transparency and building consensus. The SWG included the following organizations (see **Table 7-4**):

Table 7-4
Stakeholder Working Group Organizations

Organization	Representative	Alternate
Alaska Trucking Association	Emily Andry	N/A
Anchorage Economic Development Corporation (AEDC)	Jenna Wright	N/A
Aircraft Owners and Pilots Association (AOPA)	Brent Cole	Tom George
Commodity Forwarders	P.J. Cranmer	Mike Sweet
FAA Alaskan Regional Airports Division	Jonathan Linquist	Katrina Moss
Municipality of Anchorage Planning Department	Craig Lyon	Ryan Yelle
Pegasus Aviation Service	Joe Zerck	T.J. Fielding
Pruhs Corporation / Meridian Investments, LLC	Dana Pruhs	Danner Pruhs
Sand Lake Community Council	Linda Swiss	Matt Sanders
Signature Flight Services	Marty Bettis	N/A
Spenard Community Council	Robert Auth	N/A
Turnagain Community Council	Jon Isaacs	Cathy Gleason
Resident	Christy Hilde	N/A
SSS Commercial Real Estate	Stewart Smith	Albert Circosta

Table 7-5 summarizes meetings attended by the SWG. As stated above, all meetings were professionally facilitated and noticed on the State of Alaska online public notices website (<https://aws.state.ak.us/OnlinePublicNotices/Default.aspx>). The meetings were open to the

public to observe the proceedings, and an opportunity for public comment was provided at the conclusion of the meetings.

Table 7-5
SWG Meetings

No.	Committee	Purpose	Details
1	Combined AAC & SWG	Phase 1: Project Foundation	05/31/2023 from 3:00–5:00 p.m. Lakefront Hotel, Grand Ballroom
2	SWG	Phase 2: Visioning	09/14/2023 from 2:00–4:00 p.m. Coast Inn at Lake Hood, McKinley Ballroom
3	SWG	Phase 3: Implementation	02/06/2024 from 2:00–4:00 p.m. Coast Inn at Lake Hood, McKinley Ballroom
4	Combined AAC & SWG	Phase 3: Implementation (Draft Preferred Alternatives)	05/29/2024 from 10:00 a.m.–12:00 p.m. Coast Inn at Lake Hood, McKinley Ballroom

7.3.3 Committee Meeting #1: Project Foundation, May 31, 2023

Overview

The first committee meeting combined the AAC and SWG and took place on Wednesday, May 31, 2023, at the Lakefront Hotel in the Grand Ballroom from 3:00–5:00 p.m. This meeting aimed to establish the two committees’ roles in fostering public engagement for the project. Participants reviewed draft project goals and objectives, providing valuable public input that would shape the future project alternatives.

This 2-hour session involved active discussion to address committee members’ questions and gather insights into their Airport-related concerns.

Results

The meeting had strong participation, with 23 committee members and 11 project team members in attendance (**Figure 7-1, Figure 7-2**). Following introductions and ground rules, a 20-minute presentation set the stage for a breakout exercise on key goals and objectives areas: communications, environmental, efficiency, fiscal sustainability, and safety. Each station contained one draft goal and associated draft objectives. During the exercise, participants were invited to suggest revisions to the goals and objectives, and to offer new goals or objectives for

consideration. Participants rotated through the different stations in small groups and provided their input on sticky notes. At the end of the exercise, team members reported out on the comments received. The meeting concluded with a dedicated time for public comments. Complete meeting notes for the combined AAC and SWG meeting #1 are available in **Appendix A-3 – Public Meeting #1 Report**.

Figure 7-1
Committee Meeting #1 Presentation



Figure 7-2
Committee Meeting #1 Breakout Session



7.3.4 Committee Meetings #2: Visioning: Aviation Forecast/Facility Requirements, September 14, 2023

Overview

The second set of committee meetings included separate sessions for each committee. These were held on Thursday, September 14, 2023, at the Lakefront Hotel in the McKinley Ballroom and via Zoom. The AAC met from 10:00 a.m.–12:00 p.m., and the SWG met from 2:00–4:00 p.m.

The project team gave a detailed presentation on the aviation forecast and facility requirements, highlighting the essential upgrades and improvements needed at the Airport. Questions were addressed throughout the presentation. A dedicated time for public comment was offered at the end of each meeting, ensuring community perspectives were heard and considered in the planning process.

Results

A total of 12 committee members participated in the **AAC meeting**, with 4 attending virtually. Following the presentation, the AAC discussed the following topics:

- What is your delay threshold going forward?
- Do our assumptions about the facility requirements seem correct?
- Have we missed any facility requirements that you are experiencing?
- What guidance do you have for the team as we develop alternatives?

Topics and questions raised by the AAC included:

- Snow removal
- How the preferred alternative would be selected
- How delay calculations were completed
- What types of users are parking at the airport
- Electric vehicle implementation
- Gate availability at the South Terminal
- Demand for parking and facilities will change

Similarly, 12 members attended the **SWG meeting**, 1 of whom attended virtually. Following the presentation, the SWG discussed the following topics:

- Do our assumptions about the facility requirements seem correct?
- Have we missed any facility requirements that you are experiencing?
- What guidance do you have for the team as we develop alternatives?

Topics and questions raised by the SWG included:

- Correlations between the current and past master plans
- State aviation trends
- Flight patterns related to decreasing population
- Designing to peak vs average activity levels
- ANC's broader impact on the entire state
- Possibility of new carriers
- General Aviation use
- Changing aircraft fleet mix
- Land use planning
- North Terminal
- Relationship with Fairbanks Intl Airport and the Alaska International Airport System

Complete meeting notes for both the AAC and SWG meetings #2 are available in **Appendix A-4 – Public Meeting #2 Report**.

7.3.5 Committee Meetings #3: Implementation: Preliminary Alternatives, February 5 and 6, 2024

Overview

The third set of committee meetings featured separate meetings for each committee. The AAC met from 2:00–4:00 p.m. on Monday, February 5, 2024, at the ANC Staff conference room at the Airport and via Zoom. The SWG met from 2:00–4:00 p.m. on Tuesday, February 6, 2024, at the Coast Inn at Lake Hood in the McKinley Ballroom and via Zoom. The meetings' primary focus was to present preliminary alternatives across the four Airport functional areas: airside, landside, terminal, and support facilities.

Each meeting included a 30-minute presentation and a 50-minute breakout session. The presentation covered the work completed to date and the draft preliminary alternatives under consideration. Following the presentation, committee members rotated through four stations to provide detailed feedback on the draft preliminary alternatives. The four stations were Airside, Terminal, Landside, and Support Facilities. At the end of the rotation, project team staff reported out on common themes.

Results

A total of 17 committee members participated in the **AAC session**, 4 of whom joined virtually (**Figure 7-3**). Report-outs on the discussion highlighted these key themes from committee members:

- Airside:
 1. Responsive stewards to the land; prepare for the future.
 2. Relationship for cargo aircraft parking on ANC's western side is generally favorable.
 3. Centralized operations are good.
- Landside:
 1. Employee parking is a priority.
 2. More parking overall is needed.
 3. Airport hotel is desired.
 4. Areas for redevelopment are essential, and implementation will be phased with demand.
- Terminal:
 1. B Concourse bump-out is a good idea.
 2. Intra-state airlines are looking for more space.

3. Intra-state/regional airlines are using North Terminal spaces.
 4. Unified terminal favorable, with no alleyways.
 5. D Concourse alternative creates congestion (push back operations would be difficult).
 6. Additional R spot and open circulation is needed.
 7. Snow removal for D Concourse Alternative could be difficult; snow removal would be easier with the E Concourse/North Terminal Alternative
 8. North Terminal needs to be re-used
- Support Facilities:
1. Prioritize General Aviation so parallel taxiways do not impact operations
 2. Accommodate business opportunities
 3. Aircraft rescue and firefighting (ARFF)/police facility improvements are needed

The **SWG session** had participation from 18 committee members, with 2 joining virtually (**Figure 7-4**). The breakout session extended beyond the scheduled time, and although the summary reporting was not provided, the following common themes were recorded by the project team across the four functional areas:

- Airside:
1. Concerns about West Airpark access
 2. Fourth runway has been controversial in the past; is the airport developing it now? (A: No, the Master Plan is reserving the land on airport property for future use only; additional Muni owned land would be required)
 3. Interest in using the Matanuska-Susitna Valley for runway capacity
 4. Keep the Coastal Trail intact
- Landside:
1. Parking lot discussion if North Terminal developed; more parking needed
 2. Transportation types should be considered like trains, mass transit, Uber/Lyft, tour buses
 3. Hotel and associated parking
- Terminal:
1. Cost of construction
 2. North Terminal upgrades
 3. Concerns about D Concourse
- Support Facilities:
1. Questions of relocating the police and fire station facility
 2. South Airpark concerns
 3. Snow storage

Complete meeting notes for both the AAC and SWG meetings #3 are available in **Appendix A-5 – Public Meeting #3 Report**.

Figure 7-3
AAC Committee Meeting #3



Figure 7-4
SWG Committee Meeting #3



7.3.6 Committee Meetings #4: Implementation (Draft Preferred Alternatives), May 29, 2024

Overview

The final committee meeting combined the AAC and SWG and was held from 10:00 a.m.–12:00 p.m. on Wednesday, May 29, 2024, at the Coast Inn at Lake Hood in the McKinley Ballroom. The purpose of this meeting was to present the draft preferred alternatives in each Airport functional area—airside, landside, terminal, and support facilities—bringing both committees together to conclude the series of meetings. This session allowed committee members to ask questions and provide feedback on the proposed improvements.

Results

The meeting had 31 committee members and 10 team members present, with 8 participating virtually (**Figure 7-5, Figure 7-6**). During the presentation, committee members were encouraged to ask questions. Key questions/comments included:

- The area of the fourth runway to the north of the Airport boundary is municipal parkland.
 - Status of leases for proposed airport development
 - Need for handstands
 - Cost estimate for B Bump out seems high – what is involved?
 - Clarification on the proposed TSA passenger screening replacement/expansion

Ted Stevens Anchorage International Airport Airport Master Plan Update

- A Concourse improvements
- Connection between North and South Terminals
- Timeline for project improvements
- Distinctions between Planning Activity Levels (PAL) 1, 2, and 3
- Garage improvements seem small and are expensive per stall.
- Location of ARFF
- Roadway that accesses West Airpark – location and security
- Public process next steps

The session concluded with an open period for public comment in which attendees raised questions about snow storage, the potential for a fourth runway, and new gates for concourses. Complete meeting notes for the combined AAC and SWG meeting #4 are available in **Appendix A-6 – Public Meeting #4 Report**.

Figure 7-5
Committee Meeting #4 News Interview



Figure 7-6
Committee Meeting #4 Presentation



7.4 Public Meetings

Four public meetings were held to coincide with major project milestones (see **Table 7-6**). All public meetings were held as follows:

- In-person public meetings were held at a venue close to the Airport with direct access to a bus route.

- Online open houses launched the day of the corresponding in-person public meeting, remained live for 14 days, and were archived on the project website.
- Meetings consisted of a short presentation and posters around the room and lasted 2 hours each.
- Advertising consisted of at least two public notices, including one 3 weeks prior to the meeting and one 1 week prior to the meeting.

Table 7-6
Public Meetings

No.	Date	Purpose	Details
1	Wednesday, May 31, 2023 5:30–7:30 p.m.	Phase 1: Project Foundation	Lakefront Hotel Grand Ballroom
2	Thursday, September 14, 2023 5:30–7:30 p.m.	Phase 2: Visioning	Coast Inn at Lake Hood McKinley Ballroom
3	Tuesday, February 6, 2024 5:30–7:30 p.m.	Phase 3: Implementation	Coast Inn at Lake Hood McKinley Ballroom
4	Wednesday, May 29, 2024 5:30–7:30 p.m.	Phase 3: Implementation	Coast Inn at Lake Hood McKinley Ballroom

7.4.1 Public Meeting #1: Project Foundation (Goals and Objectives), May 31, 2023

The first of four public meetings introduced the Airport Master Plan project to the public. The project team shared the draft project goals and objectives, along with a timeline and numerous opportunities for public engagement. The complete report is available in **Appendix A-1 – Public Meeting #1 Report**.

Overview

On Wednesday, May 31, 2023, the Airport Master Plan team hosted a public meeting at the Lakefront Hotel in the Grand Ballroom from 3:00–7:30 p.m. to kick off the Airport Master Plan project. The committee meetings and public meetings were conducted on the same day for efficiency. The public meeting was in-person only, and the team gave a 50-minute presentation. After the presentation, the meeting continued as an open house. Posters were placed around the room for attendees to read and view. Project team members circulated to explain the materials, answer questions, and collect verbal feedback. Copies of the presentation and posters are available in **Appendix A-3- Public Meeting #1 Report**.

Other materials available during this meeting included a frequently asked questions (FAQ) document, a Fact Sheet, information cards with QR codes for supplemental information, comment forms, directional signage, and a Voluntary Title VI Demographic Survey.

A total of 107 people signed in to the meeting; however, the prior evening, NorthLink held a public meeting on their proposed development, and there was some confusion among public attendees about which meeting addressed which topic. At the beginning of the presentation, after the project team clarified that this meeting was for the Master Plan only and **not** for the tenant development for NorthLink, many attendees excused themselves, with 73 remaining.

An Online Open House was made available via the project website for 2 weeks, from May 31 through June 13, 2023. During this time, there were 170 visitors.

Highlights

- In-Person Attendees: 73
- Online Open House Visits: 170
- Mailing List Additions: 73
- Written Comments: 7

Advertising

Advertising for the public meeting included public announcements that met the guidelines of the PIP. The team performed the following advertisement and publicity tactics:

- One e-blast was sent to the project's email list to a total of 220 recipients on May 11, 2023.
- Meeting information was posted on the project website:
<https://ancmpu.com/getinvolved.html>
- Postcards were mailed to 40,000 addresses within the project area, which covers the Anchorage Bowl, announcing the beginning of the Master Plan Update and encouraging people to sign up to receive future email notices.
- Nine advertisements (ads) were placed in the *Anchorage Daily News*:
 - Two display ads, one on May 11, 2023, and another on May 14, 2023
 - One legal ad on May 18, 2023
 - Six online ad campaigns between May 10 and 24, 2023
- One week of streaming radio ads were placed on Alaska Public Media from May 15 through 17, 2023.
- One State of Alaska Online Public Notice was posted from May 16 through 31, 2023.
- One State of Alaska GovDelivery was sent on May 17, 2023.
- Two social media posts were made:

- Facebook Post #1 on May 15, 2023
- Facebook Post #2 on May 23, 2023

Summary of Comments and Q&A

Seven comments were collected from the public meeting, with most comments requesting consideration be given to reducing airport noise in the community, signage, upgraded technology, and flight patterns. Many questions inquired about the private tenant development NorthLink; however, once the team re-stated that NorthLink was not a part of the current Master Plan efforts, questions shifted to terminal modifications, airline changes, and other Airport development. The team answered a total of 17 questions after the presentation, with full details in **Appendix A-3 – Public Meeting #1 Report**.

7.4.2 Public Meeting #2: Visioning (Aviation Forecast/Facility Requirements), September 14, 2023

The second of four public meetings provided an opportunity to engage the public by presenting the aviation forecast and facility requirements, highlighting the essential upgrades and improvements needed for the project. The complete report is available in **Appendix A-4 - Public Meeting #2 Report**.

Overview

On Thursday, September 14, 2023, the Airport Master Plan team hosted one in-person public meeting in Anchorage from 10:00 a.m.–8:30 p.m. A 45-minute presentation was given, focused on the aviation forecast and associated facility requirements. After the presentation, the meeting continued as an open house. Posters were placed around the room for attendees to read and view. Project team members circulated to explain the materials, answer questions, and collect verbal feedback.

Other materials available during this meeting included an updated FAQ document, an updated Fact Sheet, information cards with QR codes for supplemental information, comment forms, directional signage, and State of Alaska demographics surveys.

A total of 29 people signed in to the public meeting; however, a headcount at the peak of the night documented 56 people in attendance.

An Online Open House was made available via the project website for 2 weeks, from September 14–28, 2023. During this time, there were 44 visitors.

Copies of the presentation, posters, materials, and sign-in sheets are available in **Appendix A-4 – Public Meeting #2 Report**.

Highlights

- In-Person Attendees: 29
- Online Open House Visits: 44
- Mailing List Additions: 29
- Written Comments: 4

Advertising

Advertising for the public meeting satisfied the project PIP's advertising guidance. The team performed the following advertisement and publicity tactics:

- Three e-blasts were sent to the project's email list for a total of 220 recipients:
 - Announcement on August 24, 2023: 124 successful deliveries, 381 total opens, 171 total clicks
 - Reminder on September 7, 2023: 167 successful deliveries, 344 total opens, 158 total clicks
 - Tomorrow Reminder on September 13, 2023: 170 successful deliveries, 315 total opens, 177 total clicks
- Meeting information was placed on the project website:
<https://ancmpu.com/getinvolved.html>
- Seven ads were placed in the *Anchorage Daily News*:
 - Two display ads, one on August 24, 2023, and another on September 12, 2023
 - Five online ad campaigns between September 4 and 17, 2023
- One week of streaming radio ads were placed on Alaska Public Media from August 28 to September 24, 2023.
- State of Alaska Online Public Notice was posted from August 24 to September 14, 2023.
- State of Alaska GovDelivery was sent on September 6, 2023.
- Three social media posts were made:
 - Facebook Event created and posted August 23, 2023
 - Facebook Post #1 on August 28, 2023
 - Facebook Post #2 on September 12, 2023

Summary of Comments and Q&A

After a 45-minute presentation, a total of 20 verbal questions were answered. Four written comments were received during this public meeting period. A common theme from the comments was inquiries for general updates and next steps. Questions also included clarifications on any collaborations in master planning with Lake Hood, how this Master Plan compares to the one done in 2014, any addresses to per- and polyfluoroalkyl substances (PFAS), and inclusion of the Air Traffic Control Tower. One comment suggested moving the Airport across the inlet, and another addressed Airport aesthetics and engaging entertainment

throughout the terminal. Full details are documented in the meeting notes in **Appendix A-4 – Public Meeting #2 Report**.

7.4.3 Public Meeting #3: Implementation (Draft Preliminary Alternatives), February 6, 2024

The third of four public meetings presented preliminary alternatives across the four Airport functional areas: airside, landside, terminal, and support facilities. These alternatives were based on planning activity levels (PAL), which respond to capacity demands rather than specific timelines. PALs include the baseline level (current demand), PAL 1 (A and B Concourse demand, approximately 5 years out), PAL 2 (C Concourse demand, approximately 10 years out), and PAL 3 (North Terminal demand, approximately 20 years out). A full report with detailed findings is available in **Appendix A-5 - Public Meeting #3 Report**.

Overview

During the first week of February 2024, the team held a public meeting on Tuesday, February 6, 2024, in the McKinley Ballroom of the Coast Inn at Lake Hood from 5:30–7:30 p.m. (**Figure 7-7**) to solicit and gather public input and feedback on preliminary alternatives for the Airport Master Plan project. The alternatives were divided into four distinct categories based on Airport functional areas: airside, landside, terminal, and support facilities.

Figure 7-7
Public Meeting #3 Presentation



After the presentation, the meeting continued as an open house. Posters were placed around the room for attendees to read and view, including references to previous meetings that guided the preliminary alternatives process. Project team members circulated to explain the materials, answer questions, and collect verbal feedback. Four stations displayed the four Airport functional areas (airside, landside, terminal, and support facilities) in depth. Two project team representatives served as a facilitator and a notetaker at each station to answer and record public questions and input.

Other materials available during this meeting included an updated FAQ document, an updated Fact Sheet, information cards with QR codes for supplemental information, and a Voluntary Title VI Demographic Survey.

A total of 34 people signed in to the public meeting; however, a headcount at the peak of the night documented 43 people in attendance.

An Online Open House featuring materials presented during the public meeting was made available via the project website for 2 weeks, from Tuesday, February 6, 2024, through Tuesday,

February 20, 2024. During this time, there were 128 visitors. The entire site was Section 508 compliant, with full ADA accessibility, including a text-only version.

Copies of the presentation, posters, materials, and sign-in sheets are available in **Appendix A-5 – Public Meeting #3 Report**.

Highlights

- In-Person Attendees: 43
- Online Open House Visits: 128
- Mailing List Additions: 17
- Written Comments: 8

Advertising

Advertising for the public meeting satisfied the Airport Master Plan PIP's advertising guidance. The team performed the following advertisement and publicity tactics:

- Three e-blasts were sent to the project's email list for a total of 220 recipients:
 - Announcement on January 17, 2024: 199 successful deliveries, 287 total opens, 335 total clicks
 - This Week Reminder on January 30, 2024: 210 successful deliveries, 237 total opens, 17 total clicks
 - Today Reminder on February 6, 2024: 215 successful deliveries, 217 total opens, 26 total clicks
- Meeting information was placed on the project website:
<https://ancmpu.com/getinvolved.html>
 - Week of January 15, 2024, update
 - Week of January 29, 2024, update
 - Week of February 5, 2024, update
- Ten ads were placed in the *Anchorage Daily News*:
 - Three display ads on January 18, 2024, a reprint on January 22, 2024, and again on February 1, 2024
 - One legal ad placed on January 18, 2024
 - Six online ad campaigns between January 18 and 29, 2024: 49,621 impressions, 30 clicks
- One week of streaming radio ads from Alaska Public Media were run from January 15 to 29, 2024, and again from January 29 to February 5, 2024.
- State of Alaska Online Public Notice was posted from January 11 to February 6, 2024.
- State of Alaska GovDelivery was sent on January 12, 2024.

- State of Alaska Public Involvement Calendar was updated.
- Four social media posts:
 - Facebook Event created January 18, 2024: 15 people responded
 - Facebook Post #1 on January 18, 2024: 11 likes, 4 comments, 5 shares
 - Facebook Post #2 on January 30, 2024: 8 likes, 0 comments, 4 shares
 - Facebook Post #2 on January 31, 2024: 9 likes, 0 comments, 3 shares
 - Facebook Post #3 on February 6, 2024: 6 likes, 0 comments, 1 share
- Meeting flyer was posted to a total of 25 locations, including:

○ Alaska Regional Hospital	○ Kincaid Chalet
○ Alaska Native Cultural Charter School	○ Loussac Library
○ Anchorage Senior Activity Center	○ Merrill Field
○ Carrs/Safeway – Jewel Lake	○ Midtown Mall
○ Fairview Community Recreation Center	○ Midtown SteamDot
○ Fire Island Bake Shop – Airport Heights	○ Municipality of Anchorage Permit Center
○ Fred Meyer – Dimond	○ Mountain View Library
○ Fred Meyer – Midtown	○ Red Apple Market
	○ Skinny Raven Sports – Dimond
- Anchorage School District flyer, which was the same as the flyer above but with a school district disclaimer, was posted at the following schools:
 - Betty Davis East Anchorage High
 - Central Middle School
 - Denali Montessori School
 - Dimond High School
 - Fairview Elementary School
 - Heritage Christian School
 - West High School

Summary of Comments and Q/A

After a short, 30-minute presentation, the public asked five questions, and the project team provided answers. Questions included clarifications on the definition of a PAL, the cost and funding methods, and how to optimize Airport systems.

Comments were collected from the public at the four stations. Comments included feedback and ideas to improve access to Airport development and operations for airside, landside, terminal, and support facilities. More details can be found in the meeting minutes in **Appendix A-5 – Public Meeting #3 Report**.

During the online open house 2-week period, there were a total of eight comments submitted through the project email and an online comment form. A summary of comments includes the following:

- Tower location and beautification of the old location
- Video and communication suggestions for accessibility
- Support for an onsite hotel
- Parking and biking access
- Collaboration with non-car transportation options such as the Alaska Railroad or buses

7.4.4 Public Meeting #4: Implementation (Preferred Alternatives), May 29, 2024

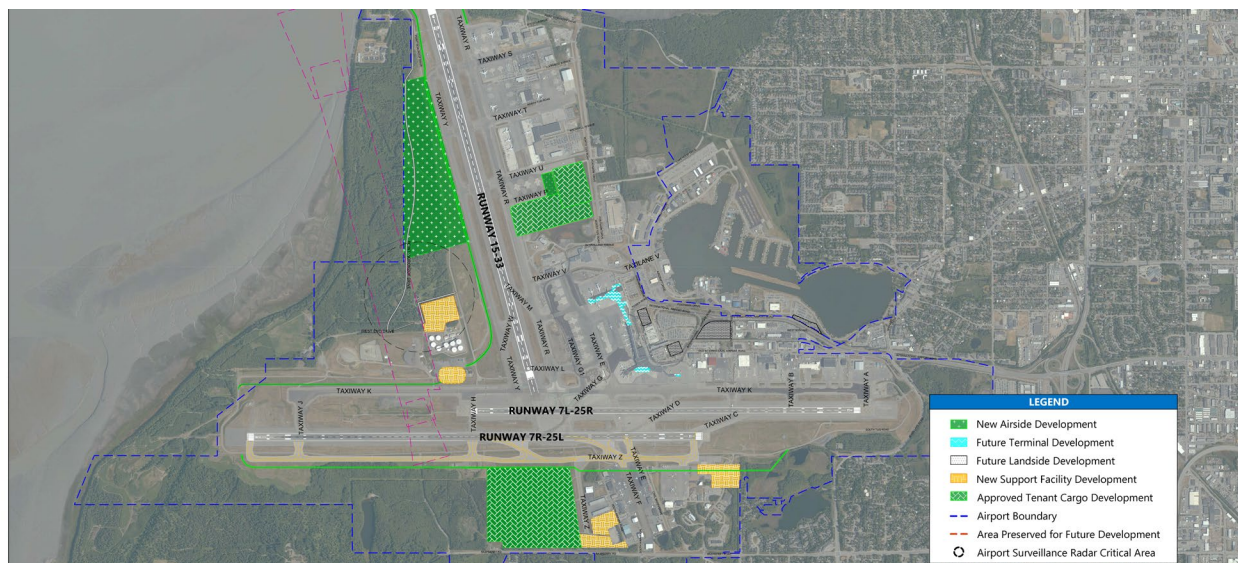
The purpose of the fourth meeting was to present the preferred alternative in each Airport functional area: airside, landside, terminal, and support facilities. This session allowed the public to ask questions and review cost estimates for the proposed improvements via in-person and online public meetings. The following are the preferred alternatives according to the Airport functional areas (see **Figure 7-8**):

- Airside:
 - Runways:
 - Phase 1: Minimize Development: This phase has been completed. Since 2014, the Airport has improved existing facilities to meet FAA Design Standards and enable tenant development as recommended in the 2014 Master Plan.
 - Phase 2: Optimize ANC: This phase is currently pending. Phase 2 optimizes the use of the existing ANC runways, improves the terminal and taxiways, and develops the West Airpark. The goal is to maximize the efficiency of the existing three-runway system at ANC.
 - Phase 3: Optimize Alaska International Airport System (AIAS): This phase is for future growth. Phase 3 optimizes the use of both airports within the AIAS (Anchorage and Fairbanks Airports) to accommodate the higher demand levels. The goal is to maximize the efficiency of the entire AIAS system to make efficient use of existing airport infrastructure.
 - Phase 4: Additional Capacity at ANC or Elsewhere: This phase is for future growth. When demand reaches this point, Phase 4 will provide new runway capacity at ANC or at another Alaska airport to meet the highest levels of forecasted demand.
 - Cargo:
 - Demand for additional cargo aircraft parking will be met largely by tenant development and other planned cargo development. Relocation of some Airport-

managed cargo plane parking positions to the West Airpark may help alleviate airfield congestion.

- Landside:
 - New parking garage at the Air Traffic Control Tower site
 - New garage in Lot F
 - Lot expansion of Park, Ride, and Fly
 - New surface lot, East Airpark
- Terminal:
 - Phase 1: A & B Concourse Expansion: This first phase expands the A and B Concourses to meet the PAL 1 demand.
 - Phase 2: C Concourse Expansion: The second phase expands the C Concourse to meet the PAL 2 demand.
 - Phase 3: North Terminal Renovation: The third phase renovates and expands the North Terminal to meet the PAL 3 demand.
- Support Facilities:
 - South Airpark:
 - Future Taxiway Z alignment
 - Future corporate and general aviation development areas
 - Additional general aviation development areas
 - West Airpark:
 - Expansion of the fuel farm and new ARFF station

Figure 7-8
Overview of proposed alternatives in all four Airport functional areas



Overview

During the last week of May 2024, a public meeting was held in the McKinley Ballroom of the Coast Inn at Lake Hood from 5:30–7:30 p.m. to inform the public of the Airport’s preferred alternatives for the Airport Master Plan project (**Figure 7-9, Figure 7-10**). The alternatives were divided into four distinct categories based on Airport functional areas: airside, landside, terminal, and support facilities.

Figure 7-9
Public Meeting #4 Presentation

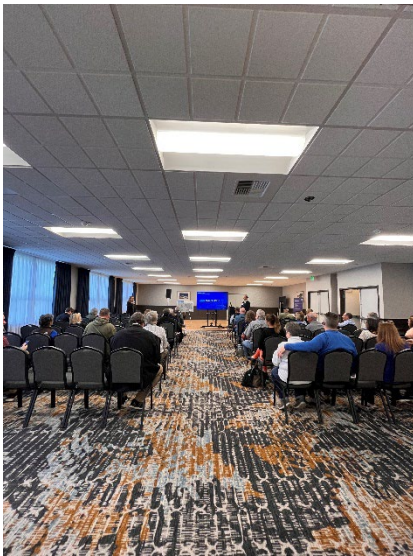


Figure 7-10
Public Meeting #4 Presentation



A presentation was prepared and delivered at the meetings. Posters that provided larger graphics of the presentation slides surrounded the perimeter of the room for attendees to read and view, including references to previous meetings that guided the alternatives process. All Airport functional areas (airside, landside, terminal, and support facilities) were portrayed. Project staff answered questions, provided in-depth details, and collected comments.

Other materials available during this meeting included a FAQ document, an updated Fact Sheet, information cards with QR codes for supplemental information, and a Voluntary Title VI Demographic Survey.

A total of 46 people signed in to the public meeting.

An Online Open House featuring materials presented in the public meeting was made available via the project website for 2 weeks, from Wednesday, May 29, 2024, through Wednesday, June 12, 2024. During this active time, there were 293 visitors. The entire site was Section 508 compliant, with full accessibility, including a text-only version.

Copies of the presentation, posters, materials, and sign-in sheets are available in **Appendix A-6 – Public Meeting #4 Report.**

Highlights

- In-Person Attendees: 46
- Online Open House Visits: 293
- Mailing List Additions: 40
- Written Comments: 7

Advertising

Advertising for the public meeting satisfied the Airport Master Plan PIP's guidance. The project team performed the following advertisement and publicity tactics:

- Three e-blasts were sent to the project's email list for a total of 220 recipients:
 - Announcement: 235 successful deliveries, 479 total opens, 43 total clicks
 - May 9, 2024, at 7:00 a.m.
 - 1-Week Reminder: 248 successful deliveries, 296 total opens, 30 total clicks
 - May 22, 2024, at 7:00 a.m.
 - Today Reminder: 247 successful deliveries, 284 total opens, 38 total clicks
 - May 29, 2024, at 7:00 a.m.
- Meeting information was placed on the project website:
 - <https://ancmpu.com/>
 - Week of May 30, 2024, update
 - Week of June 13, 2024, update
 - <https://ancmpu.com/getinvolved.html>
 - Week of May 30, 2024, update
 - Week of June 13, 2024, update
- Nine ads were placed in the *Anchorage Daily News*:
 - Two display ads on May 9, 2024, and again on May 20, 2024
 - One legal ad was placed on May 9, 2024
 - Six online ad campaigns between May 13 and 23, 2024: 49,621 impressions, 40 clicks
- Two weeks of streaming radio ads from Alaska Public Media were run from May 9 to 10, 2024, and again from May 20 to 24, 2024.
- Two State of Alaska Online Public Notices were posted from May 10 to 29, 2024.
 - Committee Meeting
 - Public Meeting and Online Open House
- One State of Alaska GovDelivery email was sent on May 9, 2024.
- Four social media posts were made:

- Facebook Event created May 9, 2024: 14 people responded
- Facebook Post #1 on May 9, 2024: 7 likes, 1 comment, 3 shares
- Facebook Post #2 on May 22, 2024: 4 likes, 1 comment, 3 shares
- Facebook Post #3 on May 29, 2024: 4 likes, 0 comments, 1 share

Summary of Comments and Q/A

After a 50-minute presentation, the floor was opened to audience questions and answers. Attendees asked 15 questions, and the project team provided answers. Identified themes from public questions included parking development, transportation to terminals, a possible airport hotel, collaboration with the Alaska Railroad Corporation, and concerns about a possible fourth runway within PAL 3. More details can be found in the meeting minutes in **Appendix A-6 - Public Meeting #4 Report**.

7.5 Online Open Houses

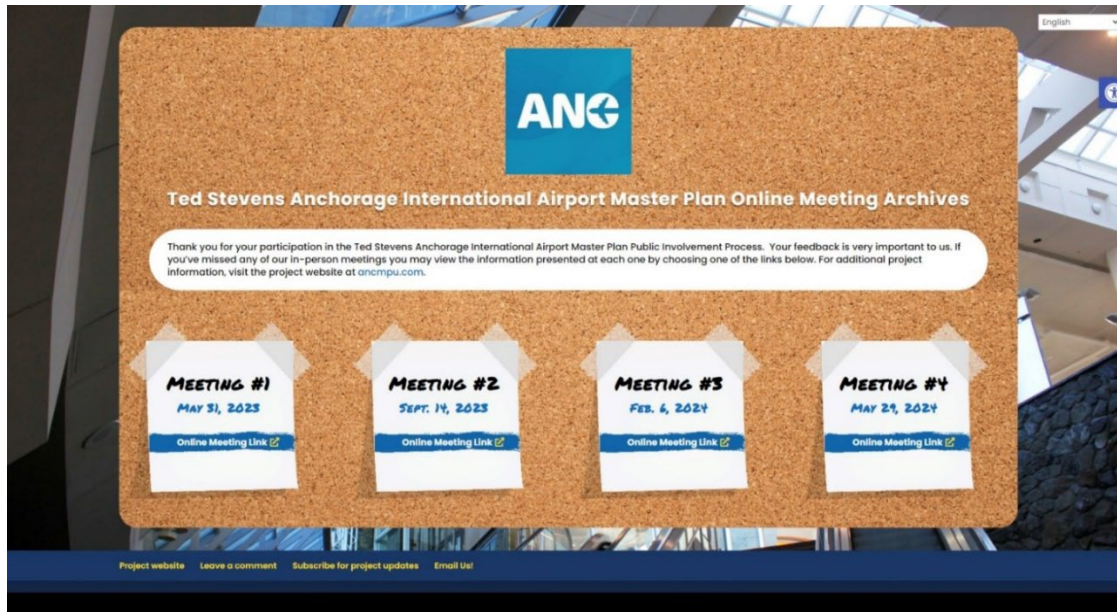
Online open houses served as both an alternative to in-person meetings and follow-up at <https://ancmpuonline.com/>. They provided all materials presented at the in-person public meetings and were live 2 weeks following the associated meeting. The entire website is Section 508 compliant, with full accessibility, including a text-only version. All four meetings are archived on the website for easy reference (see **Table 7-7** and **Figure 7-11**). The online open house website received a total of 2,230 individual users; 3,942 page views, 1,080 of which were individual views; and 11,267 clicks.

Table 7-7
Online Open Houses

No.	Date Live	Purpose	Results
1	05/31/2023 – 06/14/2023	Phase 1: Project Foundation	Visits when live: 170 Views since archived: 76 Total visits: 246
2	09/14/2023 – 09/28/2023	Phase 2: Visioning	Visits when live: 45 Views since archived: 113 Total visits: 158
3	02/06/2024 – 02/20/2024	Phase 3: Implementation	Visits when live: 132 Views since archived: 74 Total visits: 206
4	05/29/2024 – 06/12/2024	Phase 3: Implementation (Preferred Alternatives)	Visits when live: 294 Views since archived: 176 Total visits: 470

Figure 7-11

Screenshot of the project website (<https://ancmpuonline.com>) and the four archived online public meetings



7.6 Comment Management

The Airport Master Plan project had a modest number of comments, with 79 total comments from emails, online forms, phone calls, and public meetings. Comments asking a question or requesting further information were responded to (n=58); comments stating opinion or suggestions were recorded (n=21); and all feedback was taken into consideration. The full list of comments and provided responses can be reviewed in **Appendix A-7 - Comment Log**.

7.7 Tribal Coordination

During the Airport Master Plan project development, the project team conducted outreach specifically to Alaska Native Tribes that traditionally used the land where the Airport is now located. Early in Phase 1: Project Foundation, the project team sent letters and emails, including a questionnaire, to four Tribes in the Anchorage area—Knik Tribal Council, Native Village of Eklutna, Tyonek Native Corporation, and Chickaloon Native Village—to understand their preferences for engagement throughout the planning process. This outreach aimed to establish open communication channels and gather insight on how these Tribes wished to be involved. However, the project team received no responses from any of the Tribes contacted. Toward the end of the project, when the preferred alternatives were identified, the project team conducted additional outreach to provide further opportunity for feedback, and they received no responses from any of the Tribes contacted. This two-phased approach demonstrates the project's commitment to engaging local Alaska Native Tribes and incorporating their perspective into the Master Plan development.



January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix A – Public Involvement Plan (PIP)**



List of Appendices

<i>APPENDIX A-1</i>	Public Involvement Plan (PIP)
<i>APPENDIX A-2</i>	Public Involvement Chronology
<i>APPENDIX A-3</i>	Public Meeting #1 Report
<i>APPENDIX A-4</i>	Public Meeting #2 Report
<i>APPENDIX A-5</i>	Public Meeting #3 Report
<i>APPENDIX A-6</i>	Public Meeting #4 Report
<i>APPENDIX A-7</i>	Comment Log

APPENDIX A-1

Public Involvement Plan (PIP)

Public Involvement Program

Ted Stevens Anchorage International Airport
Master Plan Update

Prepared for:

*Ted Stevens Anchorage International Airport
Anchorage, Alaska*

August 2023

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TABLE OF CONTENTS

INTRODUCTION	1
Background	1
MASTER PLAN UPDATE PROCESS AND KEY DECISION POINTS.....	2
Following Actions	6
PROJECT DECISION MAKERS AND STAKEHOLDERS.....	6
Agency Decision Makers	6
Ted Stevens Anchorage International Airport.....	6
Federal Aviation Administration	7
Stakeholders	7
Public Involvement Tools and Terms	9
PROJECT CONTACTS	12

TABLES

Table 1. Master Plan Update Process, Key Decision Points, and Outreach Tools.....	3
Table 2. Potential Stakeholder Groups	7

ACRONYMS AND ABBREVIATIONS

AAAC	Airline Airport Affairs Committee
ACC	Alaska Chamber of Commerce
AEDC	Anchorage Economic Development Corporation
AOPA	Aircraft Owners and Pilots Association
AIAS	Alaska International Airport System
AIDEA	Alaska Industrial Development and Export Authority
ALP	Airport Layout Plan
ARTCC	Air Route Traffic Control Center
ATCT	Air Traffic Control Tower
ATR	Airline Technical Representative
DOT&PF	Alaska Department of Transportation and Public Facilities
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
JBER	Joint Base Elmendorf Richardson
MOA	Municipality of Anchorage
NSAA	Nordic Ski Association of Anchorage
PIP	Public Involvement Program
TSA	Transportation Security Administration
UAA	University of Alaska Anchorage

Introduction

The Ted Stevens Anchorage International Airport (the Airport) understands the importance of public involvement in the Master Plan Update process. This Public Involvement Program (PIP) has been designed to provide a transparent process that allows opportunities for stakeholders to be actively engaged while simultaneously considering the Airport's resources and responsibilities. Stakeholder engagement conducted through a fair and open process results in outcomes where the stakeholders better understand the agency's issues and alternative solutions and are therefore more likely to understand, and potentially support, the decision-making outcomes. The Airport believes that members of the public should have an opportunity to comment on decisions about actions that could affect their lives. Moreover, the Airport appreciates that public participation improves the decision-making process by recognizing and communicating the needs and interests of all participants.

This PIP was drafted based on successes from the prior Master Plan Update, the recent Runway 15/33 Renewal project, and the past decade of Airport-community relations. The ANC Airport Director resigned in January 2022 and Mr. Craig Campbell is currently serving as the Interim Airport Director. For this reason, the PIP is anticipated to remain in draft form until a new Airport Director is hired, and public involvement with the community at large will likely not begin until 2023. The timing in this plan is subject to change.

Background

ANC Airport is among the most unique airports in the United States serving as a vital transportation link to Alaska and a vital cargo link between Asia and North America. As the largest airport in the state, the Airport supports one in ten jobs in the Anchorage area and is an economic driver in Southcentral Alaska. It ranks second in the United States for landed cargo weight. With the rise of e-commerce, the Airport is poised to play a key role in international trade. Moreover, Alaska's limited ground transportation infrastructure makes air transport of the utmost importance to Alaska residents and visitors alike. The Airport serves more than 5 million passengers each year. Another unique element of the Airport is that it is home to Lake Hood, the world's largest and busiest sea plane base, though master planning for the Lake Hood Airport (LHD) is completed independently from the ANC Master Plan. The Airport is owned and operated by the Alaska Department of Transportation and Public Facilities (DOT&PF).

The Federal Aviation Administration (FAA) recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport's long-term development and is typically updated every 5 to 10 years. The Airport last completed a Master Plan Update in 2014. Since then, many changes have occurred that merit a new Master Plan Update. Of note, the Alaskan and world economy has changed due to the rise of e-commerce, which has impacted cargo traffic. In Alaska, a prolonged recession impacted the local and state economy. The COVID-19 Pandemic drastically altered travel patterns for several years but appears to be recovering to near normal passenger levels. Tourism in Alaska continues to grow. The COVID-19 pandemic also changed information consumption and now people expect information "on demand" online and in virtual mediums.

Master Plan Update Process and Key Decision Points

The PIP identifies the steps in the Master Plan Update process and explains how public input can shape the plan.

Table 1 outlines the phases, steps, and key decisions to be made in the Airport Master Plan Update process. At each key decision point (see Table 1), the Master Plan Update project team and the Airport will solicit public input prior to the Airport making a decision. See the section on

Project Decision Makers and Stakeholders below for information on these roles in the process. For more detailed information about the master planning process and what is involved in each step, refer to the [FAA Advisory Circular 150/5070-6B Airport Master Plans](#).

Table 1 outlines the phases, steps, and key decisions to be made in the Airport Master Plan Update process.

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

PHASE 1

Project Kick-Off (Summer 2022)

The first step includes reviewing previous studies and conducting public outreach to develop a well-defined project approach that reflects study objectives and follows FAA guidance. At the end of project initiation, the scope of the study will be defined, and a PIP will be completed. Goals and objectives for the Master Plan Update will be defined.

Inventory (Spring through Summer 2023)

The team will update any changes that have occurred since the prior master plan. Airport staff, tenants, and stakeholders help identify changes in the existing conditions since the prior Master Plan Update.

Key Decision Points

- PIP defined (contained in this document)
- Issues, goals, and objectives defined

Inventory documents existing conditions as they are. No key decisions are made.

Tools

- PIP
- Website
- Email list
- Outreach to airlines
- Small Group Meetings with airline stakeholders
- Convene Working Group
- Working Group Mtg #1 & Technical Group Mtg #1 (combined)
- Public Open House #1

PHASE 2

Forecast (Fall 2023)

An Aviation Forecast includes projections for passengers, cargo, and operations at ANC Airport. To develop the forecast, the MPU Team will reach out to the major airline stakeholders and chairs of the AAAC to obtain forecast related information. The airlines play an important role in the forecast of aviation activity and will be engaged early on so they are aware the forecast is underway and understand their role in developing an acceptable forecast. The forecast will include insight on future activity and will be presented to the public after the data is accepted by FAA.

Key Decision Points

- Aviation Forecast
- Needs analysis defined

Tools

- Working Group Mtg #2
- Technical Group Mtg #2
- Public Open House #2

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

Facility Requirements (Fall 2023)

Facility requirements are primarily determined by technical analysis of existing facility data relative to forecast demand. For those facilities for which a technical analysis cannot be used to assess facility needs, stakeholder input and industry expertise is relied upon to establish future needs. For this Master Plan Update, facility requirements will rely upon demand-level trigger points to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance or level of service and triggering a need for an improved or expanded facility. This stands in contrast to using a calendar to establish a timeline for facility improvements. The results of the facility requirements analysis will provide the foundation for alternatives development.

Alternatives Development (Fall 2023)

The airport planning team will prepare conceptual development plans for meeting the established facility requirements. Typically, several solutions or alternatives are conceived to meet future facility needs. This process includes the consultant team, airport staff, and tenants or stakeholders who may articulate specific development needs or concepts that may aid their operations or facility needs. Criteria are also established at this point to help evaluate the relative merit and/or performance of each development alternative. Both objective and subjective criteria are used to evaluate alternatives.

Key Decision Points

- Evaluation criteria determined
- Develop alternatives

PHASE 3

Alternatives Evaluation & Selection (Winter 2023)

Table 1.
Master Plan Update Process, Key Decision Points, and Outreach Tools

The alternatives are screened using the evaluation criteria to identify those that best to meet the Airport's needs. Multiple alternatives are then refined and combined to more fully address airport needs and evaluation criteria and move forward.

Based on the results of evaluation and public input, the Airport will select a single preferred alternative that best meets the goals and objectives defined during project initiation, reflected in the evaluation criteria. Selecting the preferred alternative is the key decision to be made in the Master Plan Update process.

Implementation Plan and Airport Layout Plan (Winter 2023/2024)

The Facilities Implementation Plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale airport drawings that make up the ALP will be updated, depicting proposed developments that make up the selected alternative.

Final Report (Spring 2024)

Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.

Key Decision Points

- Evaluate alternatives
- Select preferred alternative

All key decisions have been made prior to this point. No further key decisions are made as a result of the PIP.

All key decisions have been made prior to this point. No further key decisions are made as a result of the PIP.

Tools

- Working Group Mtg #3
- Technical Group Mtg #3
- Public Open House #3

- Public Open House #4

- Final report posted online

Some activities will be conducted continuously throughout every phase and are not individually identified in the schedule. These ongoing activities include:

- Website updates
- Community Council meeting attendance (Turnagain, Sand Lake, Spenard)
- Mailing list maintenance
- Media coordination and monitoring
- Message development and refinement

Following Actions

Following the completion of the Master Plan Update, projects included in the Airport Layout Plan (ALP) may progress through further environmental analysis followed by engineering, design, and permitting. These activities will include their own public involvement processes before any construction occurs.

Project Decision Makers and Stakeholders

This section describes the “who” involved in the Airport’s Master Plan Update. Different stakeholders will have varying levels of interest in the planning process. Some may want to know only that the plan is being developed; others may want to take a more active role in the document’s final direction. The goal of the PIP is to foster a discussion between diverse interests and build the foundation for future Airport activities and community dialogue. Brief summaries of agency and stakeholder roles, and how each group will be involved in the PIP, are provided below.

Agency Decision Makers

Ted Stevens Anchorage International Airport

The DOT&PF, which operates the Ted Stevens Anchorage International Airport, is the master plan sponsor. The Airport will ultimately evaluate and select, in coordination with the Federal Aviation Administration (FAA), the proposed development alternative that best meets the long-term needs of the airport and the State of Alaska. The Airport will solicit and consider public and stakeholder input throughout the Master Plan Update process. The Airport must abide by FAA regulations and make decisions within the framework of FAA’s policies and guidance.

The DOT&PF, which operates the Ted Stevens Anchorage International Airport, is the Master Plan sponsor. The Airport will ultimately evaluate and select, in coordination with the FAA, the proposed development alternative that best meets the long-term needs of the Airport and the State of Alaska.

Federal Aviation Administration

FAA is the federal agency that regulates airports and airspace. The FAA will review key elements of the Airport's Master Plan Update, including the aviation demand forecasts and the ALP. Throughout the process, FAA will provide guidance on the public involvement program. The Airport will work closely with the FAA's Alaska Region during the Master Plan Update process and create a master plan that meets applicable federal guidelines. FAA is also the federal agency in charge of any potential government-to-government consultations.

Stakeholders

A stakeholder is anyone who has an interest in the Airport or who may be affected by decisions that are made in the Master Plan Update. Some stakeholders have technical backgrounds and related interests in the update process, while others may be interested for non-technical reasons. At any point in the planning process, anyone who is interested in the Airport and the Master Plan Update is, by definition, a stakeholder. Table 2 lists potential stakeholder groups that have been identified. This list will likely grow and change throughout the planning process.

Table 2.
Potential Stakeholder Groups

General Public

Residents and property owners	Traveling public
Surrounding local businesses	Park/Trail users
Consumers statewide	

Airport Users

Airlines (represented by AIAS Airline Airport Affairs Committee [AAAC] and Airline Technical Representative [ATR])	Cargo businesses
Airport leaseholders	Freight shippers
Airport concessions	Rental car companies
Airport staff, including maintenance and operations and police and fire	Alaska Railroad Corporation
Developers	Ground transportation services (shuttles, taxis, bus)
	Alaska tour companies

Public Utilities

Anchorage Water & Wastewater Utility	Solid Waste Services
Chugach Electric Association	

Local Government

Director, Municipality of Anchorage (MOA) Office of Economic and Community Development	Planning and Zoning Commission
Director, MOA Parks and Recreation	
Director, MOA Planning	

**Table 2.
Potential Stakeholder Groups**

State/Federal Agencies

FAA Environmental Program	U.S. Environmental Protection Agency (EPA)
FAA Air Traffic Control Tower (ATCT)	Alaska Industrial Development and Export Authority (AIDEA)
FAA Air Route Traffic Control Center (ARTCC)	State of Alaska Dept. of Commerce, Community and Economic Development
Transportation Security Administration (TSA)	
State of Alaska Aviation Advisory Board	
Joint Base Elmendorf-Richardson (JBER)	

Tribal Organizations

Knik Tribal Council	Tyonek Native Corporation
Native Village of Eklutna	Chickaloon Native Village

Elected Officials

Mayor of Anchorage	Alaska State Senate
Anchorage Municipal Assembly	Alaska House of Representatives

Nongovernmental Organizations

The Alaska Center	Anchorage Citizens Coalition
Anchorage Trails and Greenways Coalition	Anchorage Park Foundation
Friends of the Anchorage Coastal Wildlife Refuge	Anchorage Waterways Council
Nordic Ski Association of Anchorage (NSAA)	Anchorage Running Club
Arctic Bicycle Club	
Bike Commuters of Anchorage	

Community and Economic Development Organizations

Federation of Community Councils	Anchorage Economic Development Corporation (AEDC)
Turnagain Community Council	Alaska Travel Industry Association
Spenard Community Council	Alaska Commodity Freight Forwarders
Sand Lake Community Council	Anchorage Convention and Visitors Bureau
Anchorage Chamber of Commerce	Alaska Chamber of Commerce

Aviation Groups

Lake Hood Pilots Association	Seaplane Pilots Association
Aircraft Owners and Pilots Association (AOPA)	Civil Air Patrol
Alaska Airmen's Association	The Ninety-Nines, Inc., Alaska Chapter

Public Involvement Tools and Terms

Public involvement tools will be used to target specific levels of involvement in the Airport Master Plan Update process. This does not represent a commitment to use all of these tools; rather, this is a strategic list that the project team may pull from as needed as the project progresses.

Tools are listed alphabetically and described as follows:

Advertisements – A variety of advertising methods will promote stakeholder participation in meetings, open houses, and other events throughout the Master Plan Update process. Though traditional paid media will be a key element of the public involvement advertising strategy, the project team will also use methods such as online programs, social media, existing print advertising, and visual advertising, and will work through existing communication channels to ensure maximum reach.

Public Meeting/Open House/Online Open House

- State of Alaska Online Public Notice: minimum of 7 days in advance, aim for 10–14 days in advance
- Paid print and online ads in *Anchorage Daily News*
- Public radio advertising (public service announcements)
- Airport resources: GovDelivery, website, Facebook posts, newsletter
- Master Plan Update email
- Master Plan Update website
- Email for elected officials and agencies with a vested interest in the Airport: Governor's Office, DOT&PF Headquarters and Central Region, Mayor's Office, State legislators, Municipal Assembly members, etc.

Advisory Committee Meetings

- State of Alaska Online Public Notice: minimum of 7 days in advance, aim for 10–14 days in advance
- Master Plan Update email
- Master Plan Update website

Comment Spreadsheet – Comments will be requested from the public and considered by the project team. All comments will be logged in a spreadsheet for tracking purposes. Individual

Public involvement tools will be used to target specific levels of involvement in the Airport Master Plan Update process. This does not represent a commitment to use all of these tools; rather, this is a strategic list that the project team may pull from as the project progresses.

comments on the Master Plan Update and draft documents will **not** be responded to on an individual or one-to-one basis. Rather, comments will be summarized, and key themes highlighted in final reporting.

E-mail Distribution List – The email distribution list will consist of people who attend project meetings, those who have proactively requested to be included on the list, and area community groups. The project team will update the list following each public meeting and regularly add individuals who request to be included. Groups such as community councils will be offered the opportunity to forward published project information to their listservs upon request. Specific uses include regular Master Plan Update process updates, notifications of public events, and requests for public comments.

Existing Partnerships and Channels – There are a variety of methods to dialogue with the public, such as through clubs, civic groups, other publications, and other projects. The *Anchorage Daily News*, website, and community calendar are examples, as are community councils, chambers of commerce, and AEDC. As an umbrella planning document, the goal of the Airport Master Plan Update project team will be to identify and use all outreach mechanisms currently in use by the Airport, and also to make it easy for the public to understand how and where they can be engaged to be most effective. By taking advantage of these existing mechanisms, the project team will be able to broaden the reach of information, interest, and input for the Airport Master Plan Update.

Email – Provide regular correspondence regarding the progress of the plan, primarily via email. Emails will summarize recent outreach results, provide updates, announce upcoming outreach opportunities, and share information. Completed E-newsletters will be posted on the project website. Subscribers will be given the opportunity to opt out at any point.

Social Media – The Airport and the DOT&PF Central Region both have Facebook accounts that the Master Plan Update project team may use to share information.

Federation of Community Council Updates – The Airport regularly attends community council meetings for Turnagain, Spenard, and Sand Lake. All Master Plan project updates will be provided through these regular contacts. Announcements of public meetings and events will be sent to Community Council coordinators to distribute to the community council listservs.

Key Message Development – The project team will refine public messages relating to the Master Plan Update as necessary during the process to ensure that communication with the public is accurate, timely, and inclusive of project developments.

Postcard – Email messages will be the primary method of communication used by the Master Plan Update project team to announce meetings and provide other updates. To invite people to sign up for e-mail, a single postcard will be sent to addresses in the project area (to approximately 40,000 mailing addresses in the 99502, 99503, 99509, 99515, 99517, and 99518 zip codes) to announce the beginning of the Master Plan process.

Media Coordination and Monitoring – The Master Plan Update project team will forward all external media inquiries and requests to the Airport staff for direct response. The Master Plan Update project team will monitor news articles, letters to the editor, and other published sources to gather information and relevant public input and distribute these to the Airport. Earned media stories are an excellent tool to inform people statewide about the Master Plan Update.

Online Open House – This web-based tool creates an online open house that is accessible 24 hours per day to any stakeholder with internet access. This is a key tool to reach and collect comments from a statewide, national, and international audience. We anticipate hosting an online open house in conjunction with each public open house that will be “live” for approximately 2–3 weeks.

Print Materials – Printed materials including agendas, a project Fact Sheet, and FAQs will be provided at public events. Newsletters will be emailed and posted on the website.

Public Open Houses – The goal of the public open houses is to provide information and gather input. Meetings will be advertised in advance to provide sufficient public notice. Public meetings will be held on varied weeknights to ensure that those with alternate work schedules are able to attend. Likewise, start times for meetings will vary to maximize participation.

Website – A dedicated website will be used to provide project updates, record comments, and distribute documents for review. Specific uses include publishing questionnaires, newsletters, meeting notices, study updates, and reports. The site will provide methods for users to submit feedback and comments. The project team will develop and maintain the website according to State of Alaska standards in coordination with the DOT&PF Webmaster.

Airline Advisory Committee and Working Group – Two committees of 8-12 people each, comprised of airline professionals and community leaders, will be convened. The purpose of the Airline Advisory Committee and the Working Group are to provide information and guidance on specific aspects of Master Plan Update development and to inform the decision-making process. While recommendations from both Groups will be strongly considered by the Master Plan Update project team for possible adoption, the Airport remains the ultimate decision-making body responsible for the Master Plan Update. All meetings will be professionally facilitated. The public will be able to observe the proceedings and will have an opportunity to comment at the conclusion of the meetings. All meetings will be advertised on the project website and in the project newsletter.

Organizations that will be invited to participate are listed in the next section. These organizations will be asked to identify a representative that can:

1. Participate in all meetings.
2. Have a receptive and active interest in learning about the Airport and its operations.
3. Provide input that is representative of the stakeholder role of the participant, e.g., on behalf of a broader organization.

4. Equally considers the interests of the local community, the Airport, and the Municipality of Anchorage and State of Alaska as a whole; and seek common ground that serves the needs of all parties with a stake in the future of the Airport.
5. On an ongoing and informal basis, keep representative organizations, friends, and neighbors informed regarding Master Plan Update issues and emerging recommendations.
6. Work productively with other members, Airport administration, and the Master Plan Update project team when differences of opinion develop, and follow these general rules:
 - a. Listen: seek to understand new ideas and others' views.
 - b. Stay on topic: keep comments brief.
 - c. Be respectful and polite: attack issues, not people.
 - d. Be positive: be problem solvers.
7. Devote time, study, and thought necessary to complete duties.
8. Work with other members to help shape recommendations to the Master Plan Update project team that individual members, and the group as a whole, can actively support.

Airline Advisory Committee

Airline Technical Representative [ATR] AvAir Pros

Alaska Airlines

Atlas Air

Federal Aviation Administration (FAA) - Air Traffic Control

FedEx

Grant Aviation

Nippon Cargo Airlines

Ryan Air

United Postal Service (UPS)

United States Air Force (USAF)

Working Group

Aircraft Owners & Pilots Association (AOPA)

Anchorage Economic Development Corporation (AEDC)

Alaska Trucking Association

Dana Pruhs

Commodity Forwarders

Federal Aviation Administration – Alaskan Region Airport Division

Pegasus Aviation Services

Signature Flight Support

Sand Lake Community Council

Spenard Community Council

Turnagain Community Council

Project Contacts

For all questions relating to the Airport Master Plan Update, please email: info@ancmpu.com

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APPENDIX A-2

Public Involvement Chronology

ANCHORAGE AIRPORT MATER PLAN UPDATE				
Strategic Communication Chronology				
Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
12/5/2022	Website Launched	HDR	Website	Share information about project
12/5/2022	AAC Invitation Emails	ANC	Airline Advisory Committee (AAC) Invitation Emails	Invite contacts to be a part of the committee
12/5/2022	SWG Invitation Emails	ANC	Stakeholder Working Group (SWG) Invitation Emails	Invite contacts to be a part of the committee
7/17/2022	Tenant Outreach Email	ANC	ANC Master Plan Update - Tenant Outreach	Inform contacts possible future connection regarding the MPU
4/25/2023	Email invitations for the first, joint, committee meeting	HDR	ANC Master Plan Update // First SWG Committee Meeting	Invitation to the first Airport MPU advisory committee meeting
4/20/2023	Public Meeting #1 and Committee Meeting #1 Planning Document Created	HDR	Public Meeting #1 Planning Document	Meeting planning documentation
5/10/2023	Email invitations for the first, joint, committee meeting	HDR	ANC Master Plan Update // First AAC Committee Meeting	Invitation to the first Airport MPU advisory committee meeting
5/10/2023 - 5/17/2023	Radio Ads	Alaska Public Media	Public Meeting #1 Radio Ad	Advertise the May 31, 2023 Public Meeting
5/11/2023	E-Blast announcing the public meeting	HDR	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Newspaper Ad	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Postcard to Project Area	Service Business Printing	ANC MPU Project Kick-Off	Advertise the May 31, 2023 Public Meeting
5/14/2023	Newspaper Ad	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/11/2023	Online Newspaper Ads	Anchorage Daily News	Online newspaper ads to run 5/10 - 5/24	Advertise the May 31, 2023 Public Meeting
5/12/2023	State of Alaska OPN	HDR	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	DOT&PF Facebook Post	DOT&PF	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	Online Public Involvement Calendar	DOT&PF	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/15/2023	Project Website Update	HDR	Update of information on the PI page	Update of information on the PI page
5/16/2023	State of Alaska OPN	DOT&PF	Notice of Anchorage Airport Master Plan Update Committee Meeting	Advertise the AAC & SWG Committee Meeting
5/17/2023	GovDelivery	DOT&PF	Notice of Anchorage Airport Master Plan Update Committee Meeting	Advertise the AAC & SWG Committee Meeting
5/24/2023	Online Newspaper Ads	Anchorage Daily News	Public Meeting #1 Announcement	Advertise the May 31, 2023 Public Meeting
5/26/2023	Meeting Materials Updates and send to printer / finalized	HDR	15 Posters Public Meeting Sign-in Sheets (9 copies) Committee Meeting Sign-in Sheets (6 copies) Name tags for Project Team and AAC & SWG members Table Tents for AAC & SWG members Agenda (50 copies) Info Cards (50 copies) Project Fact Sheet (100 copies) Comment Forms (100 copies)	Finalize Public Meeting #1 Materials
5/31/2023	Online Open House is launched	HDR	Public Meeting #1 Online Materials	Public Meeting #1 Online Materials
5/31/2023	Public Meeting #1 and SWG/ACC Committee Meeting #1	Public Meeting	Public Meeting #1 and SWG/ACC Committee Meeting #1 are hosted	Public Meeting #1 and Committee Meetings
5/31/2023	Tribe Outreach #1	HDR	Reach out to tribe to inquire about engagement.	To solicit interest in participating.
6/13/2023	Online Open House closed	HDR	Public Meeting #1 Open House closed	Public Meeting #1 Online Open House Archives
8/1/2023	Public Meeting #2 and Committee Meeting #2 Planning Document	HDR	ANC MPU Public Meeting Planning Document 09.14.2023.docx	Meeting planning documentation
8/3/2023	Project Website Update	HDR	Public Involvement Plan	Public Involvement Plan posted on website.
8/4/2023	AAC Invitation Emails	HDR	Airline Advisory Committee Invitation Emails	Invitation to the second Airport MPU advisory committee meeting
8/4/2023	SWG Invitation Emails	HDR	Stakeholder Working Group Invitation Emails	Invitation to the second Airport MPU advisory committee meeting
8/21/2023	What's Up Listserv	What's Up	What's Up Listserv - Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/21/2023	Alaska DOT&PF Public Involvement Calendar	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/23/2023	Update Website	HDR	Public Meeting #2 Advertisement	Update website to advertise for September 14, 2023 public meeting
8/24/2023	E-Blast announcing the first public meeting	HDR	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
8/24/2023	Anchorage Daily News Display ad Ran for Public Meeting #2	Anchorage Daily News	Print newspaper ads to run 8/24 & 9/12	Advertise the September 14, 2023 Public Meeting
8/24/2023	Anchorage Daily News legal ad Ran for Public Meeting #2	Anchorage Daily News	Legal ad in newspaper run 8/24	Advertise the September 14, 2023 Public Meeting
8/24/2023	State of Alaska OPN	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/4/2023	Anchorage Daily News Display Ad	Anchorage Daily News	Digital ads run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/4/2023	Alaska Public Media Streaming Ad	Alaska Public Media	Streaming ad run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/4/2023	Alaska Public Media radio ads	Alaska Public Media	Radio ads run week of 9/4/23 and 9/11/23	Advertise the September 14, 2023 Public Meeting
9/6/2023	GovDelivery	DOT&PF	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/7/2023	E-Blast reminder of public meeting on September 14, 2023	HDR	Public Meeting #2 Advertisement	Advertise the September 14, 2023 Public Meeting
9/7/2023	Public Meeting and Committee Meetings Walkthrough / Meeting Materials	ANC, HDR, RS&H	Public Meeting #2 Materials Review	Go through meeting materials with client and approve live
9/8/2023	Creation and Design of meeting materials	HDR, RS&H	9 Posters Public Meeting Sign-in Sheets Committee Meeting Sign-in Sheets Name tags for Project Team and AAC & SWG members Agenda for three meetings Info Cards Project Fact Sheet Comment Forms FAQ Presentation	Finalize Public Meeting #2 Materials
9/11/2023	Posters for Print	Service Business Printing	Public Meeting #2 Finalized Posters	Posters for Public Meeting and Committee Meetings
9/12/2023	New member orientation for Stakeholder Working Group	ANC, HDR, RS&H	Orientation for new committee members	To onboard and bring new committee members up to speed

Chronology of Public Outreach Activities 6-03-13 through present

Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
9/12/2023	DOT&PF Facebook	DOT&PF	Public Meeting #2 Notice	Public Meeting #2 Notice
9/13/2023	E-Blast reminder day before public meeting on September 14, 2023	HDR	Public Meeting #2 Notice Reminder	Public Meeting #2 Notice
9/13/2023	Meeting Dry Run of Meeting	ANC, HDR, RS&H	Public Meeting #2 practice	Practice presentation and go through questions
9/14/2023	Online Open House is launched	HDR	Online Open House for Public Meeting #2	Online Open House Opens
9/14/2023	Public Meeting #2	ANC, HDR, RS&H	Public Meeting #2	Public Meeting #2
9/14/2023	SWG Meeting #2	ANC, HDR, RS&H	Committee Meeting #2	Committee Meeting #2
9/14/2023	AAC Meeting #2	ANC, HDR, RS&H	Committee Meeting #2	Committee Meeting #2
9/28/2023	Title VI Report	HDR	Anchorage Title VI Report	Title VI Report
9/28/2023	Title VI Report	HDR	Stakeholder Working Group Title VI Report	Title VI Report
9/28/2023	Title VI Report	HDR	Airline Advisory Committee Title VI Report	Title VI Report
9/29/2023	Online Public Meeting #2 Closed	HDR	Online Public Meeting #2	Archive Online Public Meeting
10/31/2023	Tribe Outreach #2	HDR	Tribal Outreach #2	To follow up on initial outreach and seek interest.
11/7/2023	David Brewer 1:1	HDR, ANC, RS&H	ANC MPU - David Brewer 1:1	One-on-one meeting with a member of the AAC to walk through the master plan update process.
11/9/2023	Alternatives Workshop #1 - RESCHEDULED DUE TO SNOW	HDR, RS&H, ANC	Alternatives Development Workshop #1	Share alternatives to airport staff and solicit feedback
11/17/2023	Alternative Workshop #1 - Terminal	HDR, RS&H, ANC	Alternatives Development Workshop #1 - Terminal	Share alternatives to airport staff and solicit feedback
12/4/2023	Alternative Workshop #2 - Part 1 - Airfield	HDR, RS&H, ANC	Alternatives Development Workshop #2 - Part 1 Airfield	Share alternatives to airport staff and solicit feedback
12/13/2023	Alternative Workshop #3 - Part 2 - Facilities	HDR, RS&H, ANC	Alternatives Development Workshop #3 - Part 2 Facilities	Share alternatives to airport staff and solicit feedback
1/2/2024	Email Notice for Committee Meeting #3	HDR	Airline Advisory and Stakeholder Working Group Meeting Notices	Notice for upcoming committee meetings
1/4/2024	Meeting with ATR + David Brewer	RS&H, ANC	Public Meeting #3 Prep Discussion	Special meeting with ATR & David Brewer
1/8/2024	Email Invitations Sent for AAC/SWG Committee Meetings	HDR	Airline Advisory and Stakeholder Working Group Meeting Save the Dates	Outlook Calendar Invite
1/8/2024	Advertising Language	HDR	Advertising Language for Public Meeting #3	Advertising Language
1/11/2024	Meeting with DOT&PF Commissioner	ANC	Public Meeting #3 Approval	Special Meeting with DOT&PF Commissioner Approval
1/11/2024	Online Public Notice	State of Alaska OPN	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/11/2024	Online Public Notice	State of Alaska OPN	Committee Meeting #3 Advertisement	Advertise Committee Meetings #3
1/11/2024	Online Public Notice	State of Alaska PI Calendar	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/12/2024	Online Public Notice	DovDelivery	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/12/2024	Meeting with FAA	RS&H, ANC	Public Meeting #3 Approval	Special Meeting with FAA Approval
1/15/24 - 1/29/24	Radio Ads	Alaska Public Media	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/17/2024	E-Blast - Announcement	MailChimp	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/2024	Newspaper Legal Ad	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/2024	Newspaper Ad - Round 1	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/18/24 - 1/29/24	Newspaper Ad - Digital	AND Online	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/18/2024	Facebook Event	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #4
1/18/2024	Social Media Post - Announcement	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/22/2024	Newspaper Display Ad - Reprint	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/24/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	AAC Committee Meeting #3
1/25/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	SWG Committee Meeting #3
1/30/2024	E-Blast - 1 Week Reminder	MailChimp	Public Meeting #3 Advertisement	Advertise Public Meeting #3
1/31/2024	Newspaper Ad - Round 2	ADN	Public Meeting #3 Advertisement	Announce Public Meeting #3
1/31/2024	Social Media Post - 1 Week Reminder	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/1/2024	Flyers	HDR	Public Meeting #3 Flyer	Advertise Public Meeting #3
2/2/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	AAC Committee Meeting #3
2/3/2024	Email Committees	HDR	Committee Meeting Follow-Up #1	SWG Committee Meeting #3
2/5/2024	Email Committees	HDR	AAC Committee Meeting #3 Room Clarification	AAC Committee Meeting #3
2/5/2024	Airline Advisory Committee Meeting #3	HDR, RS&H, ANC	AAC Committee Meeting #3	AAC Committee Meeting #3
2/5/2024	Email Committees	HDR	AAC Committee Meeting #3 Poster For Zoom Participants	AAC Committee Meeting #3
2/6/2024	Stakeholder Working Group Committee Meeting #3	HDR, RS&H, ANC	SWG Committee Meeting #3	SWG Committee Meeting #3
2/6/2024	ANC MPU Public Meeting #3 - Preliminary Alternatives	HDR, RS&H, ANC	ANC MPU Public Meeting #3 - Preliminary Alternatives	ANC MPU Public Meeting #3 - Preliminary Alternatives
2/6/2024	Social Media Post - Today Reminder	Facebook	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/6/2024	E-Blast - Today Reminder	MailChimp	Public Meeting #3 Advertisement	Advertise Public Meeting #3
2/6/2024	Email Committees	HDR	SWG Committee Meeting #3 Poster For Zoom Participants	SWG Committee Meeting #3
2/22/2024	Title VI Report	HDR	Public Meeting #3	Public Meeting #4
2/23/2024	Title VI Report	HDR	AAC Committee Meeting #3	AAC Committee Meeting #4
2/24/2024	Title VI Report	HDR	SWG Committee Meeting #3	SWG Committee Meeting #4
3/21/2024	Alternative Workshop #4 - Terminal	HDR, RS&H, ANC	Alternatives Development Workshop #3 - Terminal	Share alternatives to airport staff and solicit feedback
4/9/2024	Email Committees	HDR	Committee Meeting Save the Date	AAC/SWG Committee Meeting #4 Notice
5/9/2024	Facebook Event	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Facebook Post #1	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	E-Blast #1: Email Announcement	MailChimp	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Newspaper Ad - Display #1	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	Newspaper Ad - Legal Ad	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/9/2024	State of Alaska Email	GovDelivery	Public Meeting #4 Advertisement	Advertise Public Meeting #4

Chronology of Public Outreach Activities 6-03-13 through present

Date	Public Involvement Tool/Location	Organization	Title (Article, Presentation, etc.)	Description
5/10/2024 - 5/29/24	Online Public Notice	State of Alaska OPN	Committee Meeting #4 Advertisement	Advertise Committee Meetings #4
5/10/2024 - 5/29/24	Online Public Notice	State of Alaska PI Calendar	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/13/2024 - 5/23/2024	Online Newspaper Ads	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/20/2024	Newspaper Ad - Display #2	ADN	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/15/2024 - 5/26/2024	Radio Ads	Alaska Public Media	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/21/2024	Email Committees	HDR	Committee Meeting #4 RSVP	AAC/SWG Committee Meeting #4 RSVP
5/22/2024	Facebook Post #2	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/22/2024	E-Blast #2: 1-Week Reminder	MailChimp	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/29/2024	Facebook Post #3	Facebook	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/29/2024	E-Blast #3: Today Reminder	MailChimp	Public Meeting #4 Advertisement	Advertise Public Meeting #4
5/29/2024	AAC/SWG Committee Meeting	RS&H, HDR, ANC	Combined Airline Advisory Committee / Stakeholder Working Group Committee Meeting #4	Committee Meeting #4
5/29/2024	Public Meeting #4	RS&H, HDR, ANC	Public Meeting #4 - Preferred Alternatives	Public Meeting #4 - Preferred Alternatives
5/29/2024 - 6/12/2024	Online Open House #4	WordPress	Online Open House for Public Meeting #4	Online Open House for Public Meeting #4
5/29/2024	Email Committees	HDR	Committee Meeting #4 Notes	Committee Meeting #4 Notes
5/30/2024	Website Update	WordPress	Public Meeting #4 Open - Home Page	Public Meeting #4 Open
5/30/2024	Website Update	WordPress	Public Meeting #4 Open - Get Involved Page	Public Meeting #4 Open
6/13/2024	Website Update	WordPress	Public Meeting #4 Open - Home Page	Public Meeting #4 Open
6/13/2024	Website Update	WordPress	Public Meeting #4 Open - Get Involved Page	Public Meeting #4 Open
6/20/2024	Title VI Report	HDR	Public Meeting #4	Public Meeting #4
6/20/2024	Title VI Report	HDR	AAC/SWG Committee Meeting #4	AAC Committee Meeting #4
8/23/2024	Alternative Workshop #5 - Terminal Part 2	HDR, RS&H, ANC	Alternatives Development Workshop #5 - Terminal Part 2	Share alternatives to airport staff and solicit feedback
9/12/2024	Alternative Workshop #6 - ARFF and Police Training Facility	HDR, RS&H, ANC	Alternatives Development Workshop #6 - ARFF/Police Training Facility	Share alternatives to airport staff and solicit feedback

APPENDIX A-3

Public Meeting #1 Report



Ted Stevens Anchorage International Airport Master Plan Update

May 2023
Public Meeting

Table of Contents

Introduction	1
Overview of Public Involvement Activities.....	1
Public Meeting and Online Open House #2	1
Stakeholders	1
Advertising.....	2
Summary of Comments and Q/A	2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Email Announcement

Attachment D: Advertisements

Flyer

Post Card

Anchorage Daily News Display Ad

Anchorage Daily News Legal Ad

Anchorage Daily News Online Ads

State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee Meeting

State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet

Committee Meeting Notes

Public Meeting Notes

Title IV Reports

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter two of 2023.

Public Meeting and Online Open House #1

On Wednesday, May 31, 2023, the ANC MPU team hosted one combined committee meeting and one public meeting in Anchorage from 3:00 pm to 7:30 pm to kick off the Master Plan Update project. The events included a combined Airline Advisory Committee and Stakeholder Working Group meeting from 3-5pm, followed by a public meeting from 5:30-7:30pm. Both meetings were in-person only and open to the public. A [50-minute presentation](#) was presented at both committee and public meetings. [Posters](#) were posted around the perimeter of the room for attendees to read and view.

A total of [107 people](#) signed into the meeting; however, after clarification that this meeting was for the Master Plan only and not the tenant development for NorthLink, the majority of the people excused themselves and 73 remained. All were in person.

The [Online Open House](#) was made available via the project website for two weeks from Wednesday, May 31 through June 13. During this active time, there were 170 visitors.

Other materials available during this meeting including an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, letters of support, comment forms, directional signage, and State of Alaska demographics surveys.

Stakeholders

Representatives from the following organizations attended the meetings in person:

- AIDEA
- North Star Alaska
- Earth Link
- State of Alaska, Department of Transportation & Public Facilities
- Stantec
- Michael Baker International
- Coffman Engineers
- ABC Motorhome
- Residents

Advertising

The public meeting satisfied project public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - One E-Blast was sent to the project's email list for with a total of 220 recipients on
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 - Post card mailed to 40,000 addresses in the project area
 - Nine (9) advertisements in the Anchorage Daily News
 - Two (2) display ads on 5/11/23 and again on 5/14/23
 - One legal ad on 5/18/23
 - Six online ads campaigned 5/10/23 – 5/24/23
 - One week of streaming radio ads from Alaska Public Media from 5/15/23 – 5/17/23
 - State of Alaska Online Public Notice posted from 5/16/23 – 5/31/24
 - State of Alaska GovDelivery sent on 5/17/23
 - Two (2) Social Media Posts
 - Facebook Post #1 on 5/15/23
 - Facebook Post #2 on 5/23/23

Summary of Comments and Q/A

Seven comments were collected from the public meeting, with most comments requesting consideration for community such as noise, signage, upgraded technology, and flight patterns. A total of 17 questions were answered live after the presentation, with full details within Attachment E.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

MAY 2023

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
 - Goals and Objectives
 - Airport Inventory of Facilities
 - Next Steps / Meetings



WELCOME TO THE ANC MASTER PLAN!

– What is an Airport Master Plan

- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
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- Next Steps / Meetings



ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

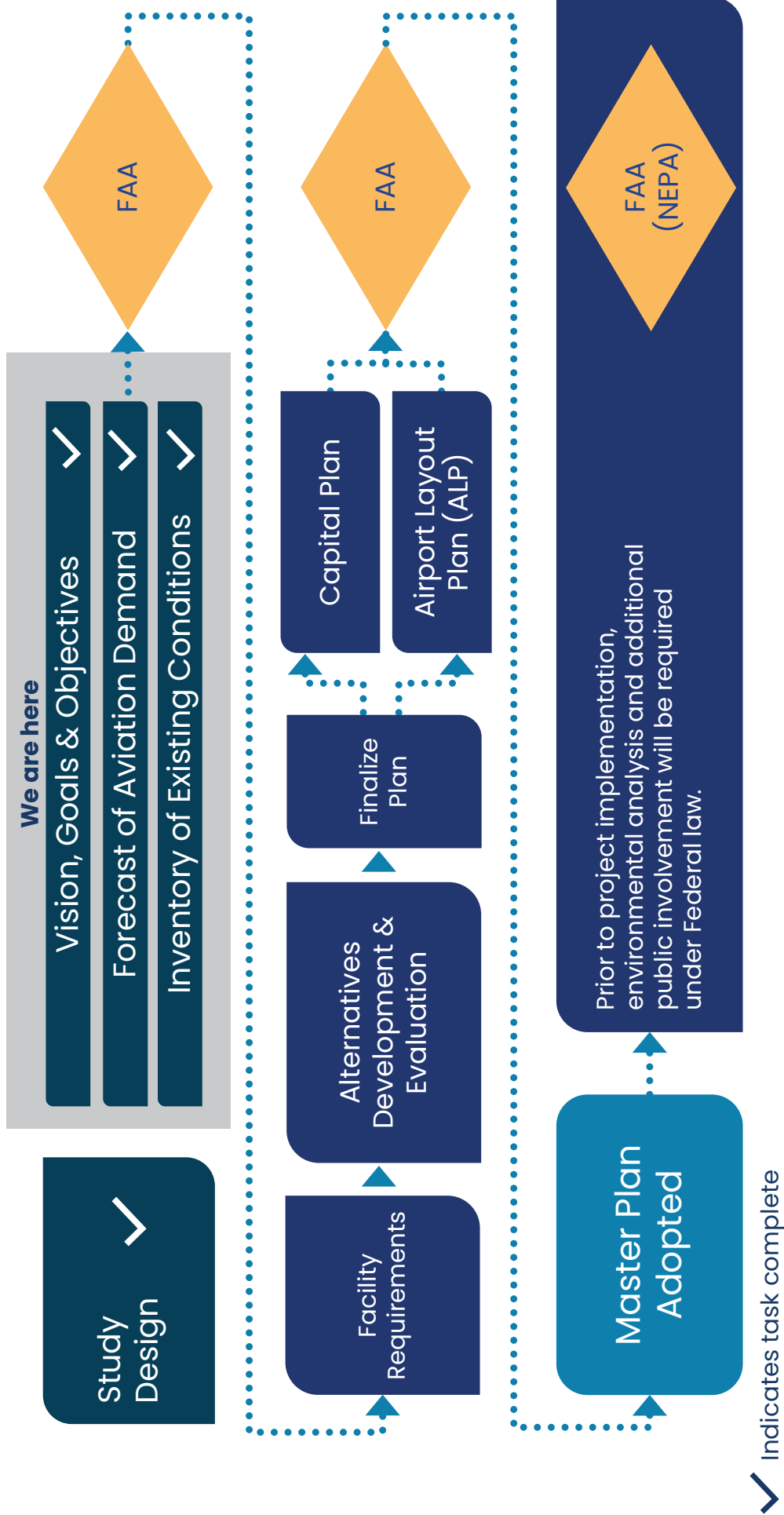
-FAA Advisory Circular 150/5070-6B Airport Master Plans

WELCOME TO THE ANC MASTER PLAN!

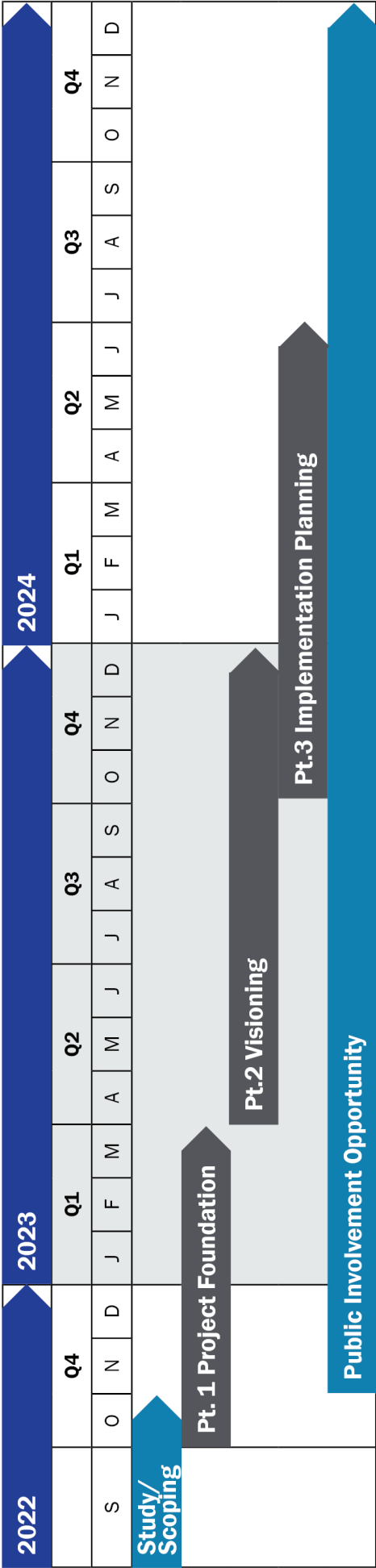
- What is an Airport Master Plan
 - **Master Plan Process and Schedule Overview**
- Public and Stakeholder Involvement Plan Overview
- Goals and Objectives
- Airport Inventory of Facilities
- Next Steps / Meetings



MASTER PLAN PROCESS OVERVIEW



ANC MASTER PLAN
PROJECT SCHEDULE OVERVIEW



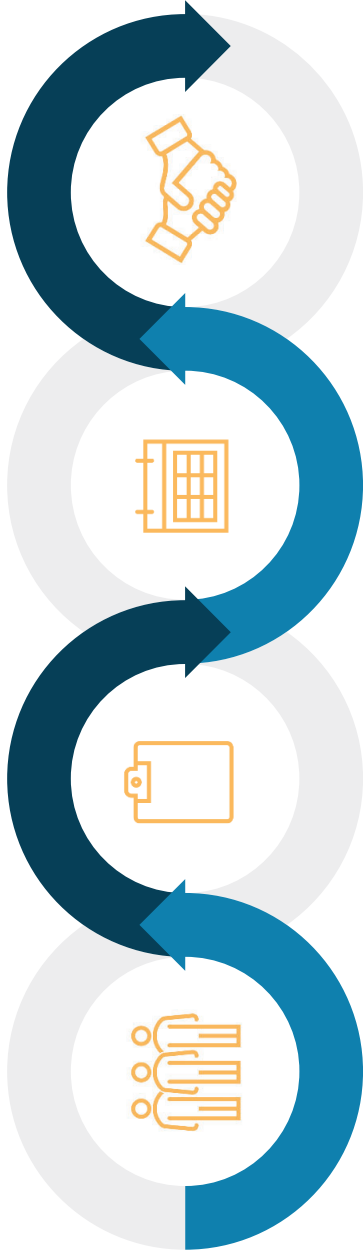
The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
 - **Public and Stakeholder Involvement Plan Overview**
- Goals and Objectives
- Airport Inventory of Facilities
- Next Steps / Meetings



PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

PUBLIC OPEN HOUSES

Regular updates on master plan progress

SOCIAL MEDIA

Follow the airport on social media for project updates

EMAIL LIST

Sign-up to receive updates on project progress

PROJECT WEBSITE

Project information sharing online

WORKING GROUP

Tenants, community councils, and other organizations

TRIBAL OUTREACH

Engage leadership of local Tribes

WELCOME TO THE ANC MASTER PLAN!

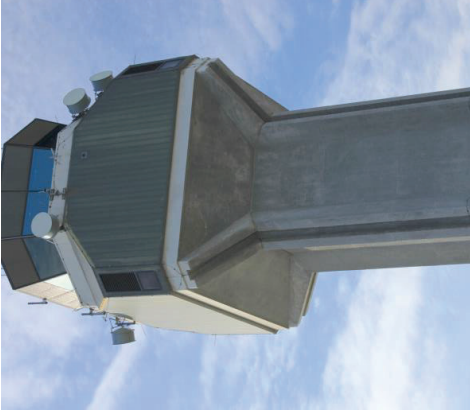
- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan

Overview

– **Goals and Objectives**

- Airport Inventory of Facilities
- Next Steps / Meetings





ANC MASTER PLAN

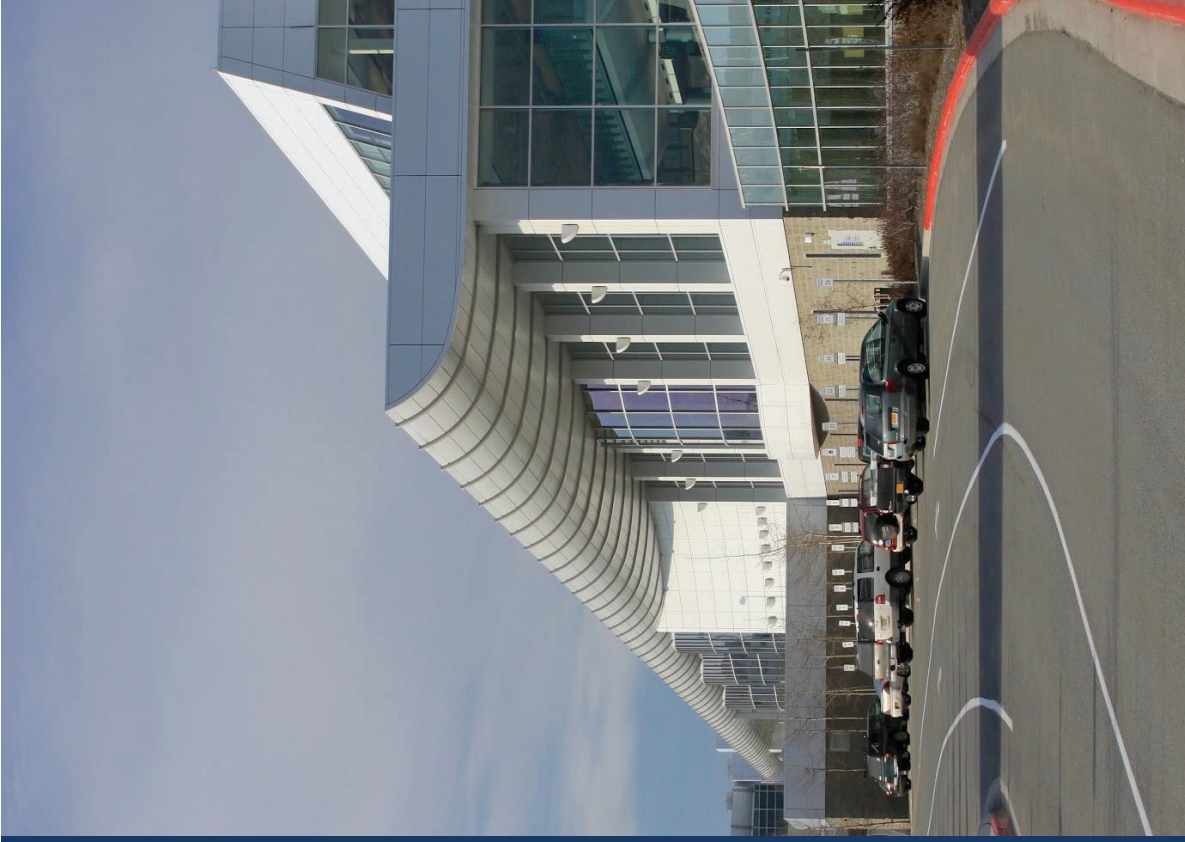
GOALS AND OBJECTIVES

- **Safety**
Maintain or enhance the safe operation of the Airport
- **Efficiency**
Maintain or enhance the efficient operation of the Airport
- **Environmental Sustainability**
Minimize the impact of airport development through environmental awareness
- **Fiscal Sustainability**
Maintain the long-term fiscal sustainability of the Airport
- **Land Management**
Facilitate long-term Airport development through strategic land management planning
- **Communication**
Engage stakeholders through open communication
- **Resilience**
Minimize impact of operational interruptions and disruptions



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Public and Stakeholder Involvement Plan Overview
- Goals and Objectives
 - **Inventory of Facilities**
- Next Steps / Meetings



An aerial photograph showing a large-scale airport development project. The image captures a mix of urban, industrial, and natural landscapes. A prominent runway and taxiway system are visible, along with various airport buildings, parking lots, and fuel storage tanks. The project area is bordered by a body of water on the left and a residential neighborhood on the right. The text 'Airport Development since 2014' is overlaid on the bottom left in a dark blue box.

Airport Development since 2014

Airfield Improvements

Taxiway R and Q
Improvements



Taxiway R and Q Improvements



2014



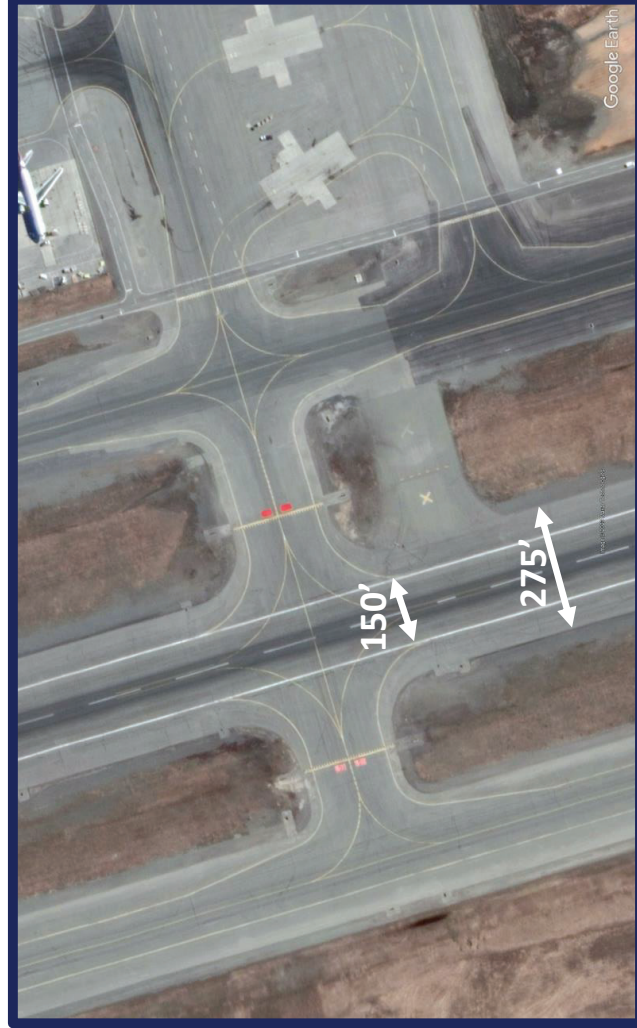
Today

Airfield Improvements

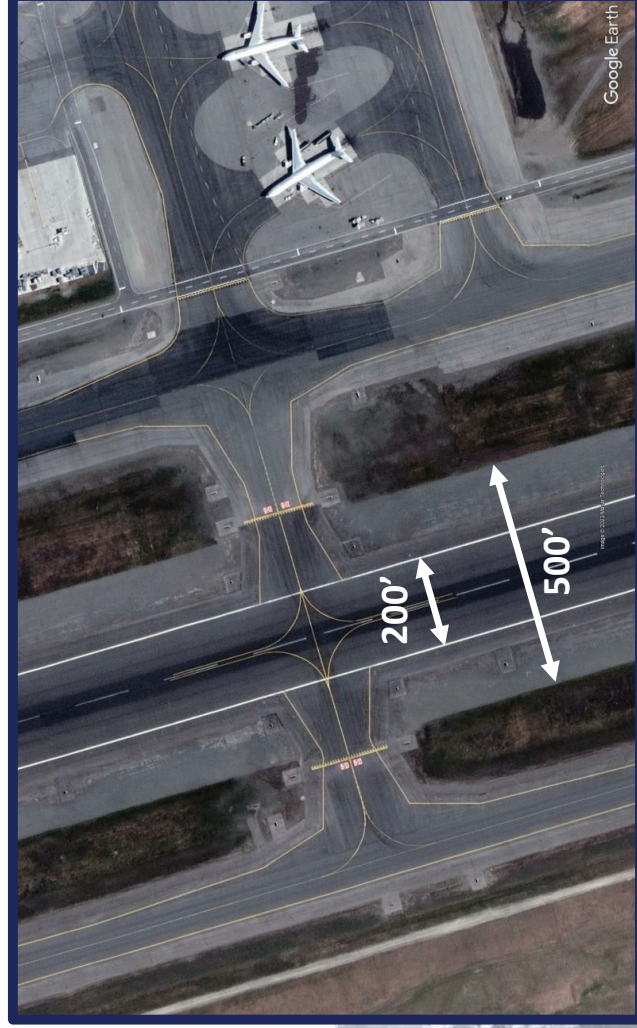
Runway 15-33 Widening, Safety Area, and
Blast Pad Pavement Improvements



Runway 15-33 Improvements



2017



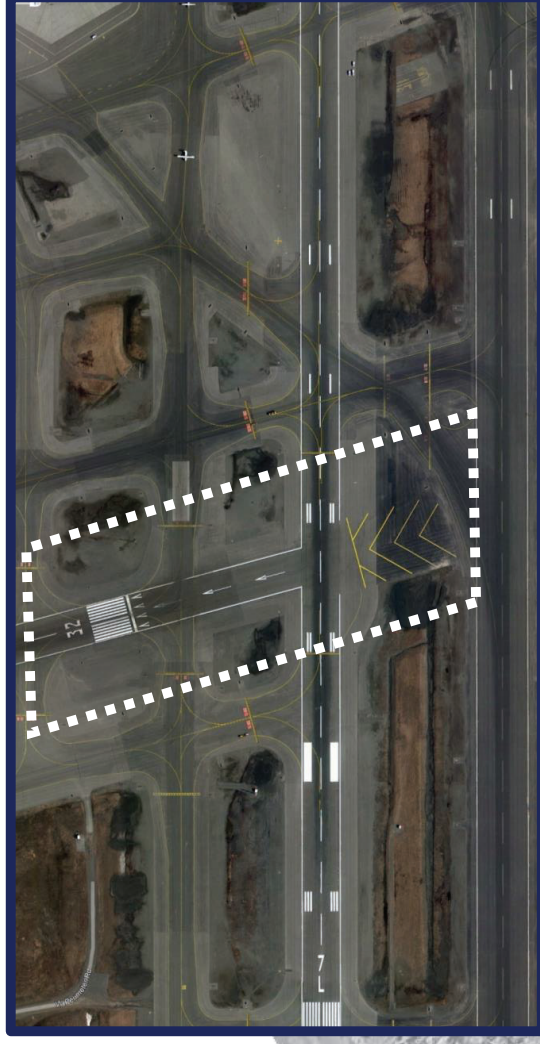
Today

Airfield Improvements

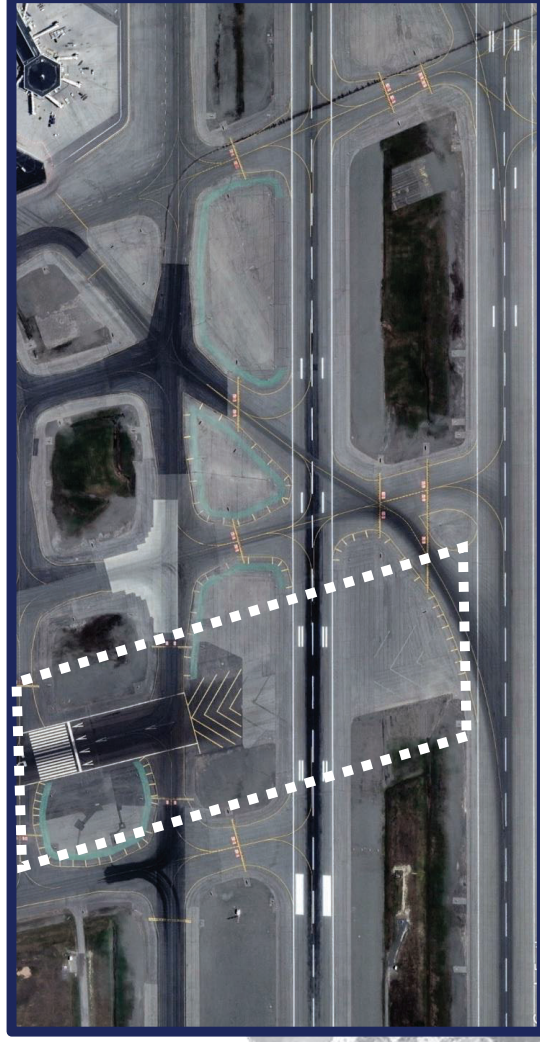
Decouple Runway 15-33 from Runway 7L-25R



Runway 15-33 and Runway 7L-25R Decoupling



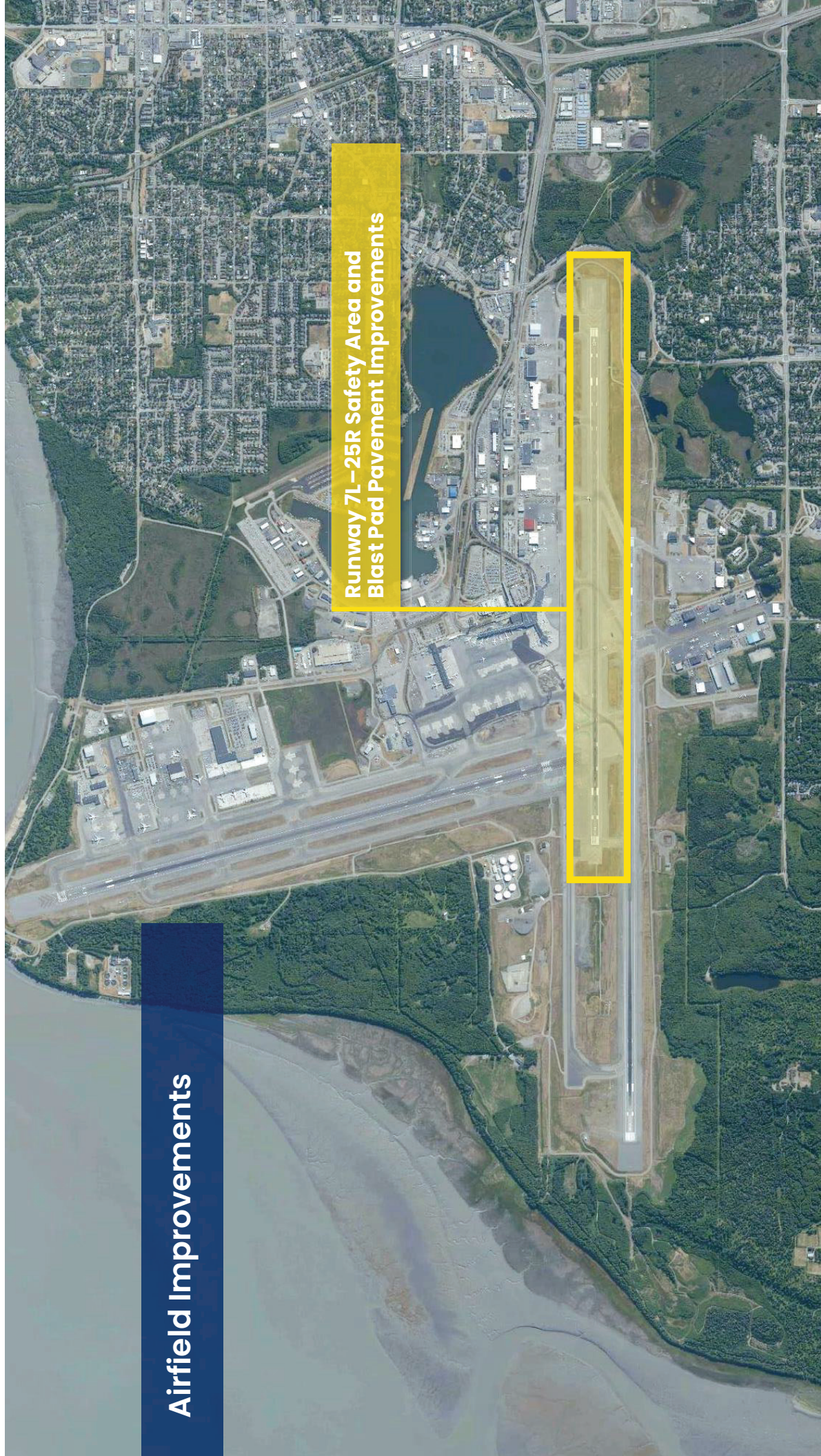
2011



Today

Airfield Improvements

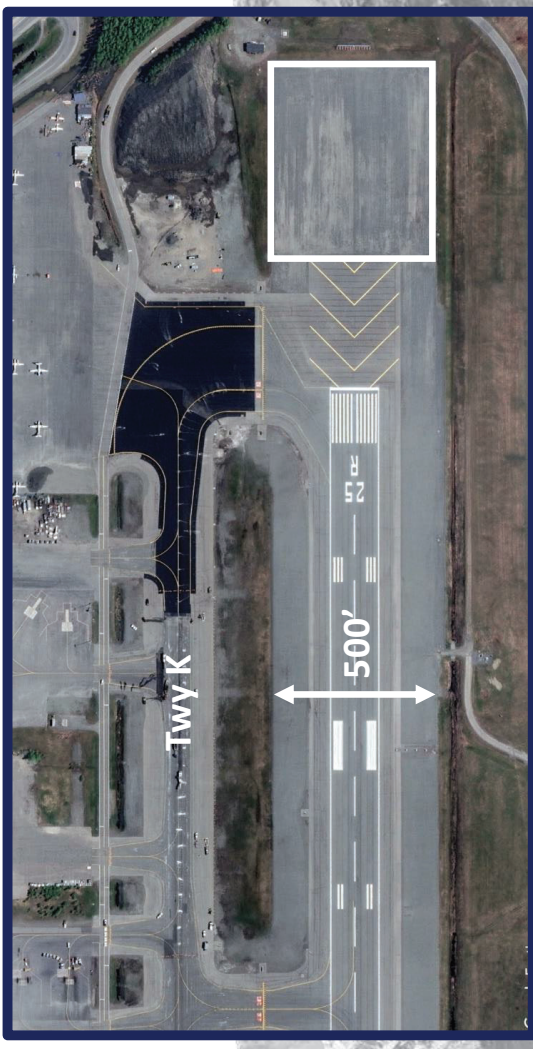
Runway 7L-25R Safety Area and
Blast Pad Pavement Improvements



Runway 7L-25R Safety Area and Blast Pad Improvements



2014

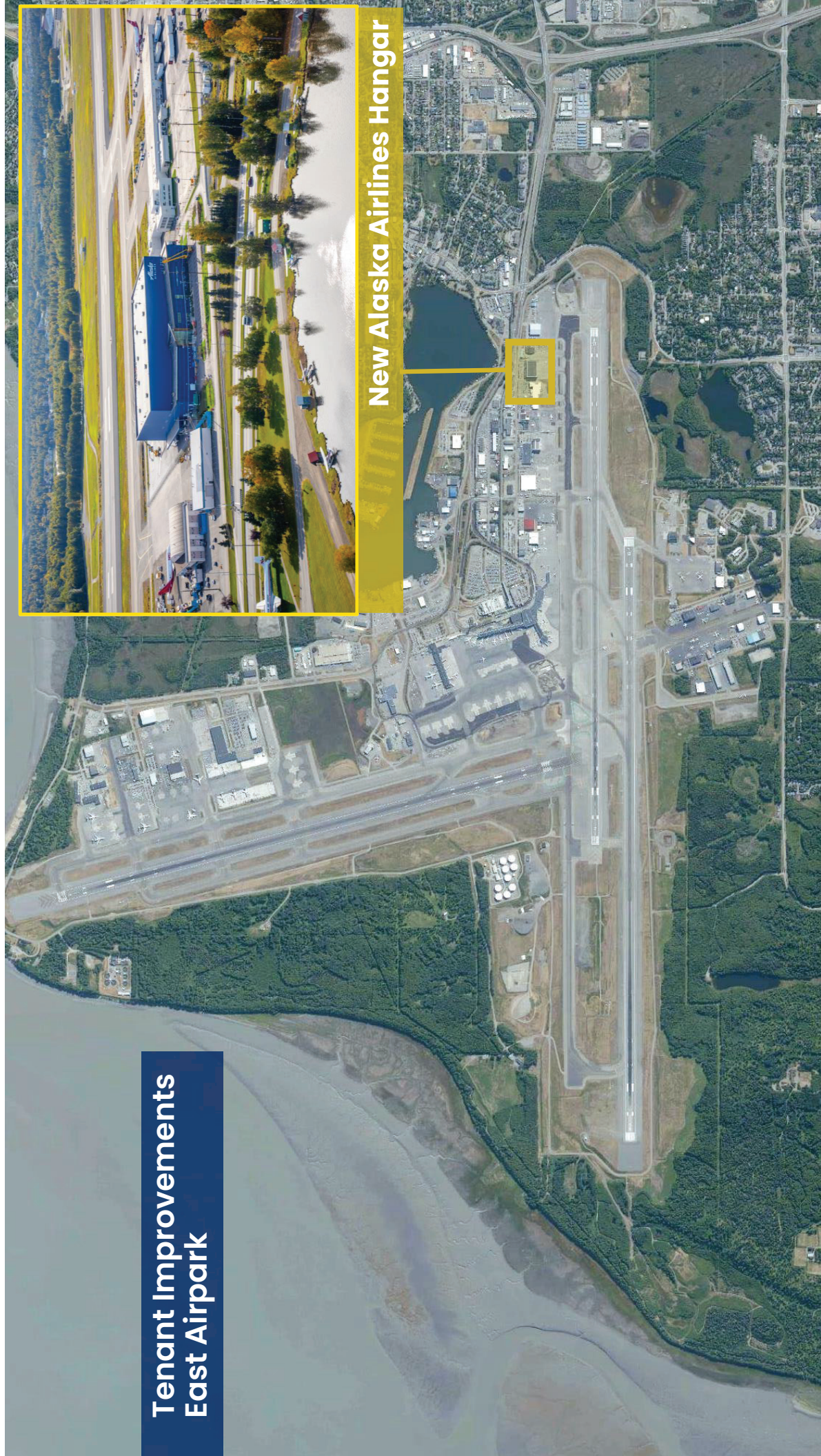


Today

Tenant Improvements East Airport



New Alaska Airlines Hangar



Tenant Improvements South Airport



New Signature FBO



New Hangar Constructed



South Airport AWWU Integration

**Planned
Tenant Improvements**

FedEx

Alaska Cargo and Cold Storage

NorthLink



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Meeting No. 2: Early September 2023 / Forecast and Facility Requirements
- Meeting No. 3: Early December 2023 / Alternatives for Development Consideration



ANG

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

The logo for the Anchorage Municipality, featuring the letters "ANG" in white on a blue background. The letter "A" is stylized with a white silhouette of an airplane flying upwards and to the right.

ANG

Attachment B

Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

MAY 2023



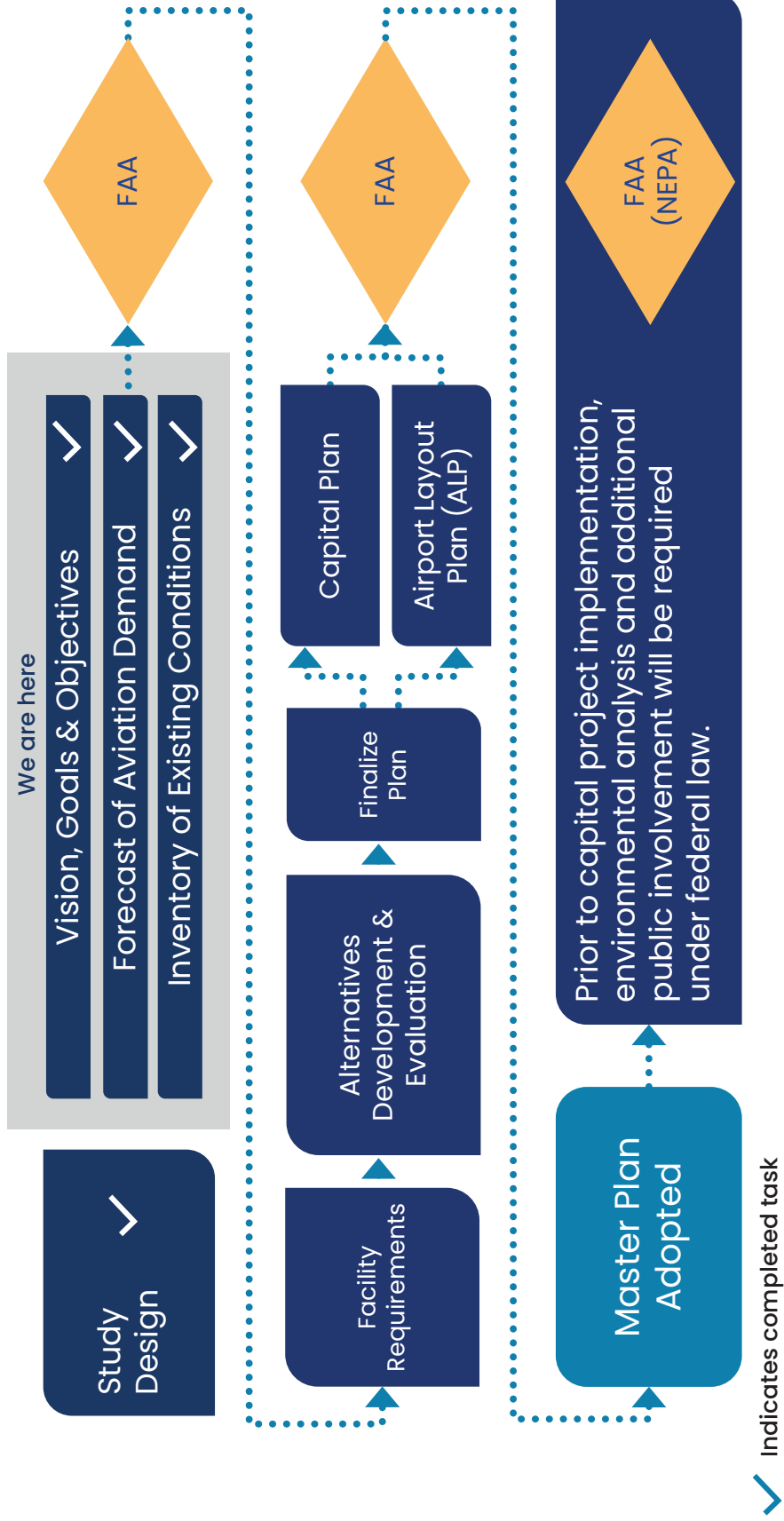
ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

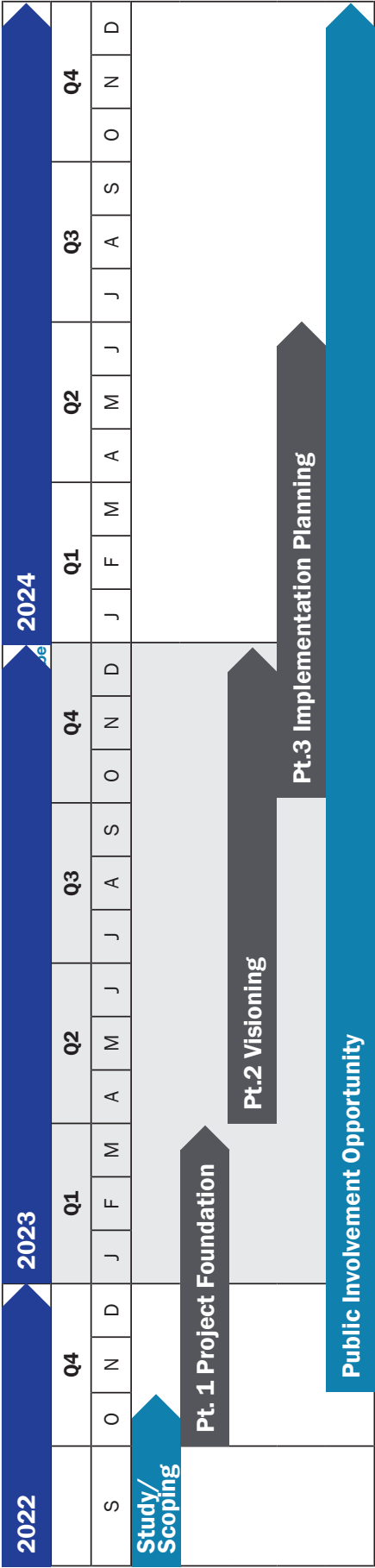
– *FAA Advisory Circular 5070-6B, Airport Master Plans*

MASTER PLAN PROCESS OVERVIEW



✓ Indicates completed task

MASTER PLAN SCHEDULE



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

SUSTAINABILITY



EONS



Airports Council International–North America (ACI-NA) defines airport sustainability as “a holistic approach to managing an airport so as to ensure the integrity of the economic vitality, operational efficiency, natural resource conservation and social impact (EONS) of the airport.” ACI-NA includes operational efficiency as a key component of sustainability for airports.

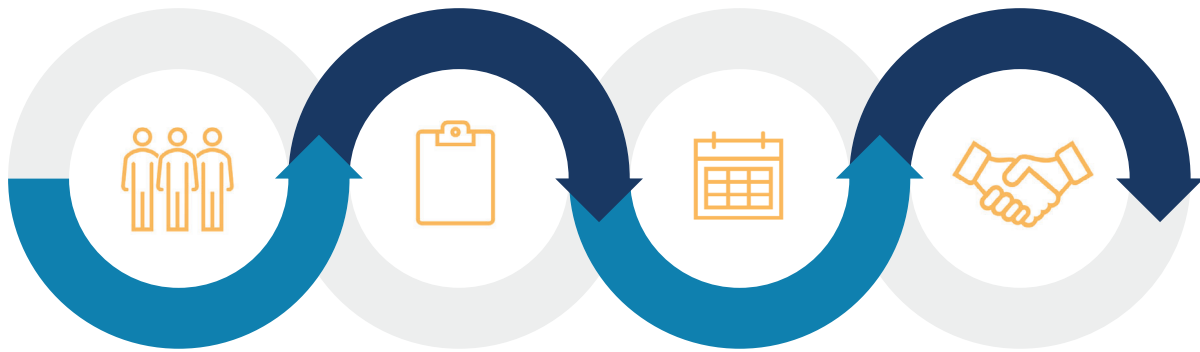
‘E’ in EONS is addressed through the fiscal sustainability and operational efficiency goals.

‘O’ in EONS is addressed through the safety, efficiency, and land management goals.

‘N’ in EONS is addressed through the environmental sustainability, resilience, and efficiency goals.

‘S’ in EONS is addressed through the communication, and environmental sustainability goals.

PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

EMAIL LIST

Sign-up to receive updates on project progress

WORKING GROUP

Tenants, community councils, and other organizations

PUBLIC OPEN HOUSES

Regular updates on master plan progress

SOCIAL MEDIA

Follow the airport on social media for project updates

PROJECT WEBSITE

Project information sharing online

TRIBAL OUTREACH

We will invite engagement by leadership of local Tribes



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.



Tell us what you think! Please provide feedback on the following posters.



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Safety

GOAL

Maintain or enhance the safe operation of the Airport

OBJECTIVES

- Plan airfield facilities including taxiways and runways that meet established design and operational standards and best industry practices
- Plan to provide safe, secure access to the Air Operations Area
- Plan terminal and landside facilities that meet current safety and security standards and consider the unique needs of Alaska's operating environment and travelers



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Efficiency

GOAL

Maintain or enhance the efficient operation of the Airport

OBJECTIVES

- Consider ANC's role in the Alaska International Airport System (AIAS)
- Use existing infrastructure to meet future demand when possible
- Accommodate aircraft operational demand and aircraft fleet mix changes
- Accommodate passenger demand
- Accommodate air cargo demand
- Support convenient travel between Anchorage and Alaska's other communities
- Modernize aging and analog systems
- Plan passenger facilities that can flexibly accommodate high summer peak travel demand
- Consider airport roadway capacity, design, and signage for both:
 - Travelers accessing the terminal
 - Tenants and commercial transportation companies
- Airport parking should meet demand and be easy to find for both:
 - short-term meeters/greeters and travelers
 - employees at the terminal and at tenant sites
- Provide convenient access to public transportation (city buses, charter buses, taxis, and ride services)



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Environmental Sustainability

GOAL

Minimize the impact of airport development through environmental awareness

OBJECTIVES

- Document the airport's environmental setting
- Seek opportunities to minimize unavoidable environmental impacts
- Consider and minimize noise levels in and around the Airport
- Document the presence of per- and polyfluoroalkyl substances (PFAS) and follow best practices for planned development
- Document opportunities to support energy-efficient equipment, such as electric ground service equipment
- Evaluate growing demand for electric, zero-emission vehicles
- Evaluate infrastructure to provide vehicle charging facilities
- Seek opportunities to enhance the Airport's energy efficiency and reduce greenhouse gas emissions



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Fiscal Sustainability

GOAL

Maintain the long-term fiscal sustainability of the Airport

OBJECTIVES

- Maximize business through evaluation of revenue generation opportunities
- Consider the cost of planned projects against potential savings (e.g., benefit-cost analysis)
- Plan for land use that enhances lease revenue and supports Airport operations
- Capitalize on opportunities for growth in cargo transfer operations
- Plan facilities that accommodate growing e-commerce and just-in-time shipping by air



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Land Management

GOAL

Facilitate long-term Airport development through strategic land management planning

OBJECTIVES

- Document existing land uses and lease durations
- Prioritize land uses that promote and support aviation activity
- Communicate the Airport's development vision
- Provide clear rationale for lease negotiation and decision-making
- Promote the highest and best use of property with sensitivity to the Airport's proximity to residential areas
- Consider land use compatibility and development recommendations proposed in the West Anchorage District Plan and MOA 2040 Land Use Plan



ANC

ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Communication

GOAL

Engage and inform stakeholders through open communication

OBJECTIVES

- Build stakeholder trust through regular, open communication and collaboration
- Provide opportunities for stakeholders to engage
- Document how stakeholder feedback is considered in decision-making
- Describe the Airport's relationship with FAA and the State of Alaska and how the relationship affects the Airport's decision-making authority



ANC MASTER PLAN

GOALS & OBJECTIVES — DRAFT

Resilience

GOAL

Minimize impact of operational interruptions and disruptions

OBJECTIVES

- Evaluate facilities relative to future climate scenarios (e.g., runway length, increased temperatures, etc.)
- Plan facilities to withstand potential disruptions and to maintain operational readiness (e.g., provide sufficient snow storage and consider future changes to weather)
- Plan facilities with airport user needs in mind (e.g., consider how people may be protected from weather in the event of a terminal evacuation)
- Consider geopolitical impacts including airspace closures and changes in trade

COMMENT STATION

Please share your thoughts with us, specifically on the Goals & Objectives. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update

Welcome to the first two day virtual open house for the May 31, 2023, Anchorage International Airport Kiosk Meeting.

The purpose of this virtual open house is to share the materials that were presented at the May 31, 2023, in-person open house. This online platform is open from May 31 to June 10, 2023. Your feedback is important to us! Please leave a comment on our website at anai.airports.com.



Welcome

Welcome to the Anchorage Master Plan Virtual Open House. The purpose of this virtual open house is to share the materials that were presented at the May 31, 2023, in-person open house. This online platform is open from May 31 to June 10, 2023. Your feedback is important to us! Visit the Contact us section of this meeting to leave your feedback.

What is an airport master plan?

The Federal Aviation Administration (FAA) recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport's long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2002 to 2004. Since then, many changes have occurred that merit a new Master Plan Update. Of note, the Alaska and world economies have been hit hard by the COVID-19 pandemic, which has impacted cargo traffic. In Alaska, a prolonged recession impacted the local and state economies. The COVID-19 pandemic drastically altered travel patterns for several years, but they appear to be recovering to near normal passenger levels. Tourism in Alaska continues to grow.

Master Plan Process Overview

1. Study Design

We review previous studies to develop a well-defined project approach that follows FAA guidance.

2. Vision, Goals & Objectives

Goals and objectives for the Master Plan Update are defined.

3. Aviation Forecast

Using feedback from the major airline stakeholders, develop an Aviation Forecast of projections for passengers, cargo, and operations at ANC Airport. The forecast will include insight on future activity and will be presented to the public after the plan is accepted by FAA.

4. Inventory

Update any changes that have occurred since the previous master plan update. Airport staff, tenants, and stakeholders help identify changes in the existing conditions.

5. Facility Requirements

Facility requirements are primarily determined by technical analysis of existing facility data relative to forecast demand. For this Master Plan Update, facility requirements will rely upon demand-level trigger points to establish a need for additional throughput capacity. A trigger point is the point at which throughput exceeds an established facility capacity, degrading facility performance or level of service and triggering a need for an improved or expanded facility. This stands in contrast to using a calendar to establish a timeline for facility improvements.

6. Alternatives Development & Evaluation

Prepare conceptual development plans for meeting the established facility requirements. Typically, several solutions or alternatives are conceived to meet future facility needs.

The alternatives are screened using evaluation criteria to identify those that best meet the Airport's needs. Multiple alternatives are then refined and combined to more fully address airport needs and evaluation criteria and move forward.

7. Final Master Plan Report

The facilities implementation Plan provides recommendations on how to implement the Master Plan Update and the preferred alternative. This often includes a development schedule, cost estimates, phasing plan, identification of interrelated projects, and other special considerations. To-scale Airport drawings that make up the AUP will be updated, depicting proposed developments that make up the selected alternative.

Master Plan Update conditions, findings, and development plans will be documented in a draft and a final report. The report will include a summary of public involvement activities and outcomes. The report will also include a financial feasibility analysis for identified Airport improvements. The final report will be published and made available to the public.

Master Plan Schedule

The Master Plan Update is anticipated to take roughly 24 months to complete, with a final completion date of December 2024. The schedule may change. The best way to stay up to date is to sign up for email updates.

Public Involvement Plan

The Public Involvement Plan identifies the steps in the Master Plan Update process and explains how public input can shape the plan. At each key decision point, the Master Plan Update project team and the Airport will solicit public input prior to the Airport making a decision.

Public Meetings will be held at each of these key points in the decision-making process:

1. Goals & Objectives/Inventory
2. Forecast
3. Facility Requirements & Draft Alternatives
4. Final Report

Advisory Committees

The Airport is convening two advisory committees comprised of airline professionals and community leaders. The purpose of the Airline Advisory Committee and the Working Group is to provide information and guidance on specific aspects of Master Plan Update development and to inform the decision-making process.

Online

Visit us online to sign up for email updates, review materials, leave a comment, or reach the team.

Sustainability

Airports Council International-North America (ACI-NA) defines airport sustainability as "a holistic approach to managing an airport so as to ensure the integrity of the economic vitality, operational efficiency, natural resource conservation and social impact (EONS) of the airport." ACI-NA includes operational efficiency as a key component of sustainability for airports.

"E" in EONS is addressed through the fiscal sustainability and operational efficiency goals.

"O" in EONS is addressed through the safety, efficiency, and land management goals.

"N" in EONS is addressed through the environmental sustainability, resilience, and efficiency goals.

"S" in EONS is addressed through the communication, and environmental sustainability goals.

Sustainability themes are incorporated into the Master Plan Update process and are foundational to the Master Plan Update purpose to prepare a responsible development plan to meet future aviation demand.

Goals and Objectives Draft

The goals and objectives (GOs) will be used to evaluate alternative actions for meeting the primary purpose of the Master Plan Update: evaluating the best course of action for Airport development to meet future aviation demand.

Safety: Maintain or enhance the safe operation of the Airport

Efficiency: Maintain or enhance the efficient operation of the Airport

Environmental Sustainability: Minimize the impact of airport development through environmental awareness

Fiscal Sustainability: Maximize the long-term fiscal sustainability of the Airport

Land Management: Facilitate long-term Airport development through strategic land management planning

Communication: Engage stakeholders through open communication

Resilience: Minimize impact of operational interruptions and disruptions

The following draft goals were identified at the project's outset in a staff and airport leadership workshop and are modestly evolved from the prior Master Plan. Project goals are broad statements about what the Airport hopes to achieve through the Master Plan Update process.

G&O 1. Safety

Goal: Maintain or enhance the safe operation of the Airport

Objectives:

- Plan certified facilities including taxiways and runways that meet established design and operational standards and best industry practices
- Plan to provide safe, secure access to the Air Operations Area
- Plan terminal and landside facilities that meet current safety and security standards and consider the unique needs of Alaska's operating environment and travelers

The Master Plan Update will prioritize and consider safety in every aspect of facility planning. The Airport operates safely today, and the Master Plan Update will seek to ensure that the Airport's safe operation is maintained or enhanced with any recommended development.

G&O 2. Efficiency

Goal: Maintain or enhance the efficient operation of the Airport

Objectives:

- Consider ANC's role in the Alaska International Airport System (AIAS)
- Use existing infrastructure to meet future demand when possible
- Accommodate enroute operational demand and enroute fleet mix changes
- Accommodate passenger demand
- Support convenient travel between Anchorage and Alaska's other communities
- Modernize cabling and analog systems
- Plan passenger facilities that can flexibly accommodate high summer peak travel demand
- Consider airport roadway capacity, design, and signage for both
 - travelers accessing the terminal
 - tenants and commercial transportation companies
- Airport parking should meet demand and be easy to find for both:
 - short-term visitors/guests
 - employees at the terminal and at tenant sites
- Provide convenient access to public transportation (city buses, charter buses, taxis, and ride services)

The purpose of an airport master plan, as provided by the FAA, is to plan future development to ensure that the airport can meet future aviation demand. Future demand may include growth in airplane operations or passenger and can also result in changes in airplane operations and passenger behavior. The master plan must consider how these changes will impact the airport and identify development that will enable the airport to continue operating with minimal delays or inconveniences for airport users.

G&O 3. Environmental Awareness

Goal: Minimize the impact of airport development through environmental awareness

Objectives:

- Document the airport's environmental setting
- Seek opportunities to minimize unavoidable environmental impacts
- Consider and minimize noise levels in and around the Airport
- Document conformance with EPA's Effluent Guidelines
- Document the presence of per- and polyfluorinated substances (PFAS) and follow best practices for planned development
- Document opportunities to support energy-efficient equipment, such as electric ground service equipment
- Include growing demand for electric, zero-emission vehicles
- Facilitate infrastructure to provide vehicle-charging facilities

The Master Plan Update outlines the Airport's role and responsibilities regarding addressing federal, state, and local environmental regulations. An environmental inventory, as well as high-level analysis of potential environmental impacts of the Airport's current and future operation and facilities, are undertaken to address this goal.

G&O 4. Fiscal Sustainability

Goal: Minimize the long-term fiscal sustainability of the Airport

Objectives:

- Maximize business through evaluation of revenue generation opportunities
- Consider the cost of planned projects against potential savings (e.g., benefit-cost analysis)
- Plan for land uses that enhances lease revenue and supports Airport operations
- Identify the feasibility of growth in cargo transfer operations to strengthen ANC's necessity in trans-Pacific air cargo
- Plan facilities that accommodate growing e-commerce and just-in-time shipping by air

Fiscal sustainability promotes planning of Airport improvements that allow the Airport to meet future demand affordably. The Master Plan Update includes assessment of the Airport's financial capacity and will prioritize planned projects based on need and funding opportunity.

G&O 5. Land Management

Goal: Facilitate long-term Airport development through strategic land management planning

Objectives:

- Document existing land uses and lease durations
- Prioritize land uses that promote aviation activity to realize maximum revenue generation (e.g., a tenant that leases land and generates aviation activity also provides landing fee revenue)
- Communicate the Airport's development vision
- Provide clear rationale for lease negotiation and decision-making
- Promote the highest and best use of property with sensitivity to the Airport's proximity to residential areas
- Consider land use compatibility and development recommendations proposed in the West Anchorage Development Plan and ANC 2040 Land Use Plan

Strategic land management is a process to evaluate the Airport's existing land and assess the highest and best use for limited land resources. In some cases, the result identifies land assets for targeted development. In other cases, the result identifies land assets for preservation to enable the Airport's future improvement.

G&O 6. Communication

Goal: Engage stakeholders through open communication

Objectives:

- Build stakeholder trust through regular, open communication and collaboration
- Provide opportunities for stakeholders to engage
- Document how stakeholder feedback is considered in decision-making
- Document the Airport's relationship with FAA and the State of Alaska and how the relationship affects the Airport's decision-making authority

The Airport is a vital transportation and economic asset for the state of Alaska. Its continued operation is essential. The Master Plan Update must document and communicate the Airport's importance and why its continued improvement is necessary. Likewise, the Master Plan Update is an opportunity for a wide range of stakeholders to participate in the planning process to communicate how they are impacted, both positively and negatively, by the Airport and its operation. This goal helps the Master Plan Update promote effective dialogue between the Airport and stakeholders.

G&O 7. Resilience

Goal: Minimize impact of operational interruptions and disruptions

Objectives:

- Evaluate facilities relative to future climate scenarios (e.g., runway length, increased temperatures, etc.)
- Plan facilities to withstand potential disruptions and to maximize operational resilience (e.g., provide sufficient snow storage and consider future changes to weather)
- Plan facilities with airport user needs in mind (e.g., consider how people may be protected from weather in the event of a terminal evacuation)
- Consider geological impacts including airspace closures and changes in state

Airports can be impacted by both acute and chronic events such as severe weather, volcanic eruptions, security breaches, sea level rise, and aging infrastructure. The Master Plan should consider how existing facilities can be enhanced to enable recovery that minimizes disruptions and allows the facility to reach appropriate capacities within desired timelines. The Plan should also consider how new facilities can be planned to address future changes and potential challenges to ensure its overall resilience in the long term.

Comments

Please share your thoughts with us, specifically on the Goals & Objectives. These are foundational for future work, so it is essential to hear from you.

Ways to Comment:

- Fill out a comment sheet
- Email us at info@anai.airports.com
- Fill out our comment form online at anai.airports.com
- Call the project hotline at 907-268-3056 and leave a voicemail

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

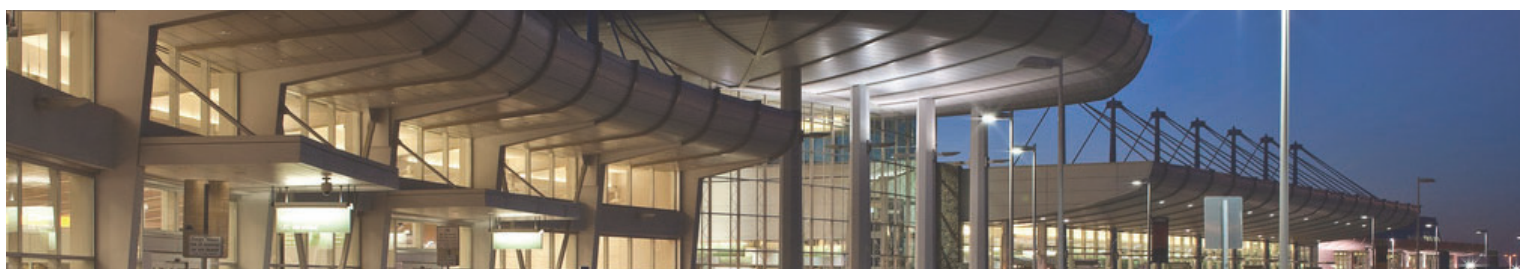
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

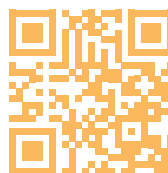
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

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Katherine Wood
Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.



Contact

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RS&H, Inc.
(310) 692-2052 | info@ancmpu.com

Katherine Wood, Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Public Involvement Program (PIP)

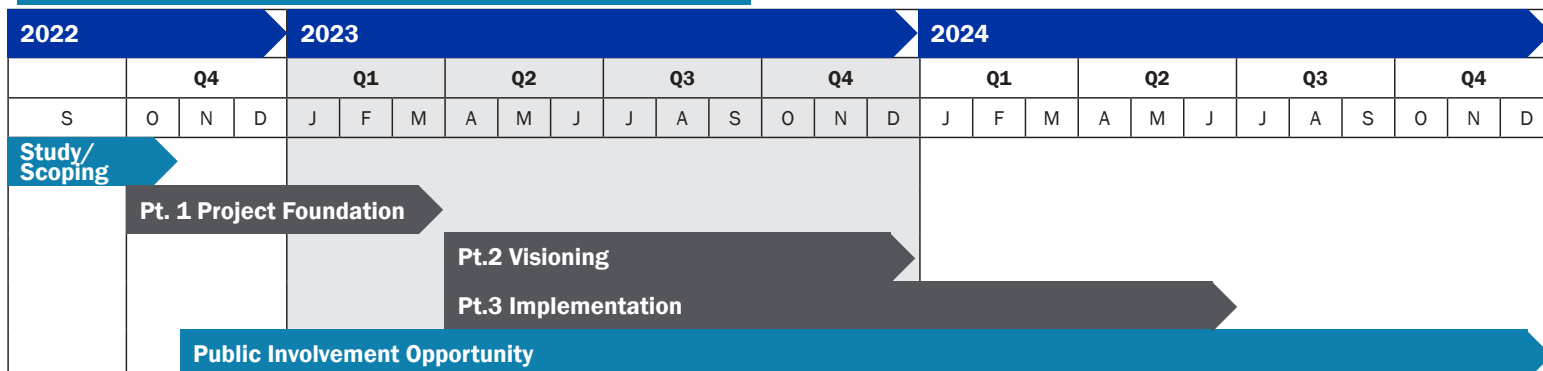
In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.

Schedule

The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.





Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Contact Us

Questions? Comments?

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Email Announcement

View this email in your browser

Join
Us!



Anchorage Airport Master Plan Update Public Meeting Notice



Join Us!

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update.

The Master Plan will guide future airport development. You are invited to a public meeting to meet the project team and learn about the master planning process.



Public Meeting

Wednesday, May 31, 2023

5:30 - 7:30 PM with a presentation at 5:45 PM

The Lakefront Anchorage Hotel

(Lake Spenard Room)

4800 Spenard Rd.

Anchorage, AK 99517



Can't make the meeting?

Visit us online from May 31 - June 13 for a virtual open house.



Join our Email list!

To receive future updates, please sign up for the emails on our website: ancmpu.com



Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

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State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee Meeting

State of Alaska GovDelivery

Social Media Posts



May 31, 2023
5:30 PM – 7:30 PM
Presentation at 5:45 PM



The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Cualquier persona que requiera una ayuda o servicio auxiliar para una comunicación efectiva, o una modificación de las políticas o procedimientos para participar en un programa, servicio o actividad del Aeropuerto Internacional Ted Stevens de Anchorage, debe ponerse en contacto con Katherine Wood llamando al 907-644-2153 o escribiendo a katherine.wood@hdrinc.com tan pronto como sea posible, pero no más tarde de 48 horas antes del evento programado. El DOT&PF / ANC realiza programas federales sin distinción de raza, color, origen nacional, sexo, religión, edad o discapacidad para servicios públicos y oportunidades de empleo.

O so'o se tasi e manaomia se fesoasoani po'o se auunaga mo le lelei o fesoata'iga, po'o le suia o tulafono, po'o ta'iala ina ia mafai ona faisao i se polokalame, auunaga, po'o gaoioiga fai a le Ted Stevens Anchorage International Airport, e tatau ona faafesoata'i Katherine Wood 907-644-2153 po'o katherine.wood@hdrinc.com i le vave e tatau ai ae aua ne'i silia ma le 48 itula a'o le'i amata le fuafuaga ua faatulagaina. O le DOT&PF / ANC na te faatinoina Polokalame a le Feterale e auunaga ma le faailoaga ituaiga, lanu, tupuaga moni, itupa, tapuaiga, tausaga, po'o le le atoatoa o le malosi (disability) i auunaga mo le lautele ma avanoa faigaluega.

Sinuang nangangailangan ng auxiliary na tulong o serbisyo para sa mabisang komunikasyon, o ng pagbabago sa mga patakaran o paraan ng pakikilahok sa isang programa, serbisyo, o aktibidad sa Ted Stevens Anchorage International Airport, makipag-ugnayan kaagad kay Katherine Wood sa 907-644-2153 o sa katherine.wood@hdrinc.com nang hindi lalampas sa 48 oras bago ang nakaiskedyul na kaganapan. Pinapatakbo ng DOT&PF / ANC ang mga Programang Pederal sa mga pampublikong serbisyo at pagkakataon sa trabaho nang walang diskriminasyon sa lahi, kulay, bansang pinagmulan, kasarian, relihiyon, edad, o kapansanan.

ANC

Master Plan Update / Actualización del plan maestro / Fuafuaga'Autū Faafoou / Update ng Master Plan

Public Meeting / Reunión pública / Fono ma le Lautele / Pampublikong Pagpupulong

The Anchorage Airport is beginning a master plan update. Join us at a public meeting to learn more.

El aeropuerto de Anchorage está empezando a actualizar su plan maestro. Acompañenos a una reunión pública para obtener más información.

Ua amata e le Malaevaalele a Anchorage se fuafuaga 'aut o le faafouga. Faamolemole faatasi ma matou i le fono ma le lautele ina ia silafia atili ai.

Sinisimulan na ng Paliparan sa Anchorage ang pag-update sa master plan. Samahan kami sa isang pampublikong pagpupulong para matuto pa.

Can't make the meeting? Visit us online from May 31 - June 13 for a virtual open house.

¿No puede asistir a la reunión? Visítenos en línea del 31 de mayo al 13 de junio para una jornada virtual de puertas abiertas.

E faapefea pe a le mafai ona ou auai i le fono? Asiasi iai i luga o laina faakomupiuta mai iā Me 31 - luni 13 mo se talanoaga.

Hindi makakapunta sa pagpupulong? Bisitahin kami online mula Mayo 31 - Hunyo 13 para sa isang virtual na open house.

ancmpu.com



Anchorage Airport Master Plan Update Public Meeting Notice



Join us!
Wednesday, May 31, 2023

To receive future updates, please sign
up for the emails on our website:



ancmpu.com

Anchorage Airport Master Plan Update
C/O HDR
582 E 36th Avenue, Suite 500
Anchorage, AK 99503

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update. The Master Plan will guide future airport development.

You are invited to a public meeting to meet the project team and learn about the master planning process.



Scan me with your smart phone
to visit the project website.
ancmpu.com

Public Meeting Details



Wednesday, May 31, 2023
5:30 PM to 7:30 PM
Presentation at 5:45 PM



The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517

Can't make the meeting?

Visit us online from
May 31-June 13, 2023 for a virtual open
house.



Questions or comments?

Katherine Wood, Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com



Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 100579 HDR Alaska, Inc
2525 C STREET STE 500, ANCHORAGE, AK 99503

Order #: W0038103

Cost: \$112.1

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the afore-said place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

05/11/2023

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Lisi Misa

Subscribed and sworn to before me
this 12th day of May 2023.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

The meeting will be held at the Lake Front Hotel in the Lake Spenard Room located at 4800 Spenard Road, Anchorage, AK 99517 from 5:30 PM to 7:30 PM with a presentation beginning at 5:45 PM. Can't make the meeting? Visit us online at ancmpuonline.com from May 31-June 13 for a virtual open house. To receive future updates, please sign up for the emails on our website at ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities

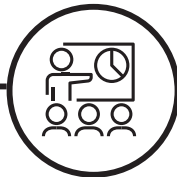
Pub: May 11, 2023



Anchorage Airport Master Plan Update

Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.



Public Meeting Details

Wednesday, May 31st, 2023 | 5:30 – 7:30 P.M.

Presentation at 5:45 P.M.

The Lakefront Hotel (Lake Spenard Room)

4800 Spenard Rd

Anchorage, AK 99517



Virtual Open House Details

Can't make the meeting? Visit us online from

May 31-June 13 for a virtual open house.



Sign up for Updates!

To receive future updates, please sign up for the emails on our website at ancmpu.com.

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

Account #: 100579 HDR Alaska, Inc
2525 C STREET STE 500, ANCHORAGE, AK 99503

Order #: W0038182

Cost: \$114.65

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

05/14/2023

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Adam Garrigus

Subscribed and sworn to before me
this 15th day of May 2023.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

Anchorage Airport Master Plan
Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

The meeting will be held at the Lake Front Hotel in the Lake Spenard Room located at 4800 Spenard Road, Anchorage, AK 99517 on May 31st, 2023 from 5:30 PM to 7:30 PM with a presentation beginning at 5:45 PM. Can't make the meeting? Visit us online at ancmpuonline.com from May 31-June 13 for a virtual open house. To receive future updates, please sign up for the emails on our website at ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Pub: May 14, 2023

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024



Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

Wednesday, May 31, 2023 from 5:30 - 7:30 PM
Presentation at 5:45

The Lakefront Hotel (Lake Spenard Room)

Click this ad for more information!

To receive future updates, please sign up for the emails on our website at ancmpu.com



Anchorage Airport Master Plan Update

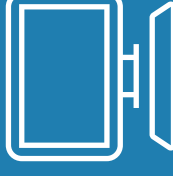
Public Meeting Notice

Public Meeting

Wednesday, May 31 from 5:30 PM to 7:30 PM

Presentation at 5:45 PM

The Lakefront Hotel (Lake Spenard Room)
4800 Spenard Rd Anchorage, AK 99517



Can't make the meeting?

Visit us online from

May 31 to June 13 for a virtual
open house at ancmpu.com.

To receive future updates, please sign
up for the emails on our website:
ancmpu.com





Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday
May 31, 2023

Lakefront Hotel
(Lake Spenard Room)

Meeting from
5:30 PM to 7:30 PM

Presentation at
5:45 PM

Visit ancmpu.com for meeting details and more information.



Anchorage Airport Master Plan Update Public Meeting Notice

The Anchorage Airport is beginning a master plan update. Please join us at a public meeting to learn more.

PUBLIC MEETING DETAILS

Wednesday, May 31, 2023

5:30 PM to 7:30 PM

Presentation at 5:45

**The Lakefront Hotel
(Lake Spenard Room)
4800 Spenard Rd
Anchorage, AK 99517**

CAN'T MAKE THE MEETING?

Visit us online from

**May 31 - June 13 for a virtual open
house at ancmpu.com**

**To receive future updates,
please sign up for the emails
on our website:**



ancmpu.com



Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday
May 31, 2023

Lakefront Hotel
(Lake Spenard Room)

Meeting from
5:30 PM to 7:30 PM

Presentation at
5:45 PM

To receive future updates, please sign up
for the emails on our website:

ancmpu.com





Anchorage Airport Master Plan Update Public Meeting Notice

**Wednesday
May 31, 2023**

**Lakefront Hotel
(Lake Spenard Room)**

**Meeting from
5:30 PM to 7:30 PM**

**Presentation at
5:45 PM**

Public Meeting for the ANC Master Plan Update scheduled for Wednesday, May 31st, 2023, at 5:30 p.m.

Ted Stevens Anchorage International Airport (ANC) is initiating a Master Plan Update. The Master Plan will guide future airport development. You are invited to a public meeting to meet the project team and learn about the master planning process scheduled for **Wednesday, May 31, 2023, at 5:30 p.m. at The Lakefront Anchorage Hotel**, located at **4800 Spenard Rd, Anchorage, AK 99517**.

Date: Wednesday, May 31, 2023

Time: 5:30 PM to 7:30PM

Location: The Lakefront Anchorage Hotel, 4800 Spenard Rd, Anchorage, AK 99517

Can't make the meeting? Visit us online from May 31-June 13 for a virtual open house.

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

If you have any questions or require additional information, please contact:

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, creed, age, or disability in public services and employment opportunities.

To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at (907) 644-2153 or info@ancmpu.com or Alaska Relay at telephone number: 711. Requests should be made at least 5 days before the accommodation is needed make any necessary arrangements.

Attachments, History, Details

Attachments

None

Revision History

Created 5/12/2023 2:40:41 PM by camcdowell

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage, Statewide, (ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	
Publish Date:	5/12/2023
Archive Date:	5/31/2023
Events/Deadlines:	

Notice of Anchorage Airport Master Plan Update Committee Meeting

Notice of Anchorage Airport Master Plan Update Committee Meeting

(Open to the public)

The Anchorage Airport is hosting the first Master Plan Update advisory committee meeting on Wednesday, May 31, 2023, from 3:00 p.m. to 5:00 p.m. at The Lakefront Anchorage Hotel (4800 Spenard Rd.)

Anchorage, AK 99517).

Information about the Master Plan is now available on our website: <http://www.ancmpu.com/>

For more information, please contact:

Katherine Wood, at

(907) 644-2153 or

info@ancmpu.com

Attachments, History, Details

Attachments

None

Revision History

Created 5/16/2023 11:39:24 AM by jaduvall

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	
Publish Date:	5/16/2023
Archive Date:	5/16/2024
Events/Deadlines:	

From: [Ted Stevens Anchorage International Airport](#)
To: [Wood, Katherine](#)
Subject: ANC Master Plan Update Advisory Committee Meeting scheduled for Wednesday, May 31st, 2023, at 3:00 p.m.
Date: Wednesday, May 17, 2023 9:56:38 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



Public Notice

ANC Master Plan Update Advisory Committee Meeting scheduled for Wednesday, May 31st, 2023, at 3:00 p.m.

Ted Stevens Anchorage International Airport (ANC) is hosting the first Master Plan Update advisory committee meeting. The Master Plan will guide future airport development. The meeting is open to the public Wednesday, May 31, 2023, at 3:00 p.m. at The Lakefront Anchorage Hotel, located at **4800 Spenard Rd, Anchorage, AK 99517**.

Date: Wednesday, May 31, 2023

Time: 3:00 PM to 5:00 PM

Location: The Lakefront Anchorage Hotel, 4800 Spenard Rd, Anchorage, AK 99517

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

If you have any questions or require additional information, please contact:

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

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To file a complaint go to: dot.alaska.gov/cv/lrts/titlevi.shtml

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The actual Public Notice can be found online at:

<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=211135>



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This email was sent to katherine.wood@hdrinc.com using GovDelivery Communications Cloud on behalf of: Alaska Department of Transportation & Public Facilities - PO Box 112500 - Juneau, AK 99811 - 907-465-3900





Alaska Department of Transportation & Public Facilities

May 15, 2023 · 🌐



✈️ [#ANCMasterPlan](#) The Anchorage International Airport is beginning a master plan update. Please join us at an in-person public meeting to learn more on Wednesday, May 31, 2023, 5:30 PM to 7:30 PM with a presentation at 5:45 PM. Lakefront Hotel (Lake Spenard Room), 4800 Spenard Rd., Anchorage, AK 99517. The project team will be available to answer questions and share updates via posters.

Can't make the meeting? Visit us online from May 31-June 13 for a virtual open house.

To receive future updates, please sign up for the emails on our website: www.ancmpu.com

[#KeepAlaskaMoving](#)



Ted Stevens

Anchorage International Airport

Anchorage Airport Master Plan Update Public Meeting Notice

Wednesday May 31, 2023

5:30 to 7:30 PM

Presentation at 5:45 PM

The Lakefront Hotel (Lake Spenard Room)

4800 Spenard Rd

Anchorage, AK 99517



5

2 shares



Like



Comment



Share



Comment as Pearl-Grace Pantaleone





Ted Stevens Anchorage International Airport ✓

May 23 · 🌐



Have your say in the future of ANC! The Anchorage International Airport is holding a fourth and final public meeting and online open house to discuss the ANC Master Plan. Details in the event below:

THINGS TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND
ONLINE OPEN HOUSE**

WEDNESDAY, MAY 29, 2024

DETAILS BELOW



Wed, May 29

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Final Public Meeting and Online

Coast Inn at Lake Hood
14 people interested

☆ Interested



2



Like



Comment



Share



Comment as Pearl-Grace Pantaleone



Attachment E

Meeting Results

Sign-In Sheet

Committee Meeting Notes

Public Meeting Notes

Title IV Reports

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
ESTHER J. COX	esthercox@alaskalife.net	600 W - 76 th Ave # 407 Anch 99518	F	W
Donna Chervier	donna.chervier@gmail.com	2040 Shepherdia Dr.	F	W
JOE P. SCHLICK		2241 Roming Plt 305 Anch 99503 AK	F	W
FRED STAUBER	FREDSTOWING@YAHOO.COM	4315 BEECHCRAFT DR 99517	M	
Carol Eaton	carolbennettatton@yahoo.com	2952 Madison way, Anchorage 99508	F	W
Andry K.			M	
David Skieren	dskieren@Alaska.org		M	W
Elizabeth Tabor	btoobaresmail.com	656 Cuddy Sault, 99502	F	W
Bernice Davis	bjdavis@gci.net	Spokane	F	W
Tracy Anna Tabor	tracyanna@mac.com	South Anchorage	F	
Lynn Ragle	lynn.ragle@gmail.com	4133 Raspberry Rd	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Judy Robinson	jdelwak@gmail.com	#10 Box 241125 Anchorage AK 99524	F	W
Brian Blazon	brianblazon@gmail.com	2422 E. 52nd Ave Anchorage 99507	M	W
Gayle Erickson	gayle1947@gmail.com	2203 Jefferson Ave 99517	F	Human
OZ KEMPALL	wizand@gmail.com	831 Berry Pkwy		
Clyde Kaveshiro	yckv2010@yahoo.com	6331 Airport Road 99502	M	
Jeff - Jeanne Lucas	jeff.lucas1@gmail.com	1565 Cutty Sark St. Anchorage AK 99502		
Steve & Kelly Baxter	bbs562@hotmail.com	906 West 53rd Ave Anchorage, AK 99518		
Maureen C. Portola	mporhol9912000@gmail.com	3914 W 84th Ave Anchorage AK 99502	M	W
Barry Hutchins	BHutchins@gmail.com	3305 Mt Vernon	M	W
Muse Lauer	mlauer@gmail.com	6828 Lowell Cir	F	
Lex Yelverton	lexyvelverton@gmail.com	1513 Kinnikinnick St	F	

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O). Page 2 of 7

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kevin K. Lewen	k2kleweno@gmail.com	3302 Stroudberg Rd, Anchorage AK 99502		
Jim Montgomery		4124 Westwood Dr		
Bob Butera	bteracegi.net	2420 Juneau St 99508		
Walter Phara Harner	STARPLITE att.net	PO Box 824 DILLINGHAM AK 99576	W/F	W
Evar Edgmon	edgmon.y.edgmon@gmail.com	P.O. Box 84 Dillingham 99576		
Michele Bowen	michelebowen@gmail.com	5413 Sandhill loop Anch AK 99502	F	W
PATRICK STANLEY	PSMAPLEMIESTER@ANOD.COM	6644 LAKEWAY DR		
Robert Shipley		A.W.C.	M	W
Karen Merkle	Merkle.km@gmail.com	3330 Dobt Dr 99512	F	W
Susan Barnett	susanbarnett@pewjennett@gmail.com	6650 Lakeway Dr.	F	W
Gerrit Anke		6020 Blackberry 15C	M	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Lynn Dixon/Charles Arnold	dixon=lynn@yahoo.com	6320 Lost Circle 99502	F	W
Jim FREDENHAGEN	takecare@alaska.com	2720 VALLEY FOREST CIR. 99502	M	W
JOHN LEVY	johnlevy97@gmail.com	440 OCEANVIEW DR. 99515	M	W
Melody Nibsch		8741 Beachwood Dr. 99502	F	W
Peggy Labey	peggy@sci.ut	7882 Gate Creek Dr 99501	K	
Jeremy Kashatok	skataashatok@gmail.com	1513 Kinnickinnick Street	M	
Rick Eiben	reuben2525@gmail.com	4159 Raspberry Rd.	M	W
Lyn Clark		3850 B Lincoln Ellis worth Ct 99517	F	
Elbertha Anter		6020 Blackberry St 99502	F	W
Stan Portals	akstan3000@yahoo.com	3914 W 84th Ave 99502	M	W
Madeline Casper	madelinecasper@gmail.com	740 W 47th Ave 99503	F	W

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kim Cunningham	Kimscun@gmail.com	7422 PARK WEST CIR, ANCHORAGE AK 99502		
JOE HANSEN	HANSEN50joe@hotmail.com	3560 NovaCir Anchorage		
Saiko Smith	saismith@qci.net	3440 Orbit Cir Anchorage		
Marilyn Houser	lostinspace@msn.net	2411 Ingva St. Anchorage		
John Magnaudt	angie@abcmotorhome.com	3875 Old Int'l Airport Rd. Anch.		
STUART BELSHIE	paradicesunart@yahoo.com	2300 W. TUDOR RD #3 ANCHORAGE, AK. 99517		
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Minako Hummel	minakoak907@gmail.com	5965 Muirwood DR. Anch AK 99503	F	

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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
DAVID LAMBEY		7000 TOWNSEND COURT ANCHORAGE, AK 99502		
Becky Brunk	beckybrunk2017@gmail.com	3745 PINEHURST BLVD ANCHORAGE, AK 99517		
John Wynn	JWynn@NorthStarAlaska.com	4033 Old International Airport Rd Anchorage, AK 99502	M	W
Colleen Maroun	colleen_williams@hotmail.com	2205 Arcadia Dr Anchorage AK 99517		
Judy Brady	jbrady907@gmail.com	6546 Lakeview Run Anchorage AK 99502	F	
Kent Hampton	KENTHAMPTON@EARTHLINK.NET	6550 LAKEWAY DR. ANCHORAGE AK 99502	M	—
Kathryn Merrill	Kathryn.Merrill@gea.net	9311 Jewel Lake Rd. #102 Anchorage AK 99502	F	W
MATT CLAMAN	Sen. matt.claman@akleg.gov	on file	M	
Don Stuefer		PO Box 11962 Anchorage AK 99511	M	
Beverly Churchill	beverlychurchill51@gmail.com	8022 Seaview St. Unit A Anchorage, AK 99504	F	W

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Alyssa Hodum	Rose52400@gmail.com	740 W 47 th Ave #16 99503	F	
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DANE HUPP	DANE.HUPP@ICLOUD.COM		M	
Russell Cingos	rhgingras@live.com	7075 Weiner Rd Apt 4	M	
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Jeff Fenske				
Jennifer Monisti	jmonisti@yahoo.com			
KARLA CARPENTER		4014 HOOD CT	F	
MARC LUKKEN	marc.lukken@mbakintl.com	3821 E. 28 th Ave 99507	M	
Paul Zembay		3819 West 80 th Avenue, ANC	M	
Jan Strandberg	jsspe@hotmail.com	2650 Nathaniel Court	M	

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Meeting Minutes

Project: Anchorage International Airport (ANC) Master Plan Update

Subject: SWG/AAC #1 Meeting Comments

Date: Wednesday, May 31, 2023

Location: The Lakefront Hotel, Grand Ballroom
Anchorage, AK

Attendees:	Craig Campbell, ANC	Robert Kelley, Grant Aviation
	Trudy Wassel, ANC	Joe Zerck, Pegasus Aviation Service
	Teri Lindseth, ANC	Joe Michel, Alaska Trucking Association
	Cristin Jones, ANC	Bill Popp, AEDC
	Evan Pfahler, RS&H	Linda Swiss, Sand Lake Comm. Council
	Peter Maiman, RS&H	Lee Ryan, Ryan Air
	Gareth Hanley, RS&H	Tor Anderzen, USAF
	Katherine Wood, HDR	Craig Lyon, Muni of ANC Planning Dept.
	Amy Burnett, HDR	Marty Bettis, Signature Flight Support
	Alice Rademacher, HDR	Donna Cherrier
	Rory McAllister, HDR	David Brewer, AvAir Pros
		Shawn McWhorther, Nippon Cargo Airlines
		Larna Cotter
		Jon Isaacs, Turnagain Comm. Council
		Roger Emerson, UPS
		Mike Marinelli
		Cathy Gleason, Turnagain Comm. Council
		Tyler Cresswell, Atlas Air
		Robert Auth, Spenard Comm. Council
		Matt Sanders, Sand Lake Comm. Council
		Dan Kinesek, Grant Aviation
		Cody Webb, FAA Air Traffic Control
		Kaji Hagiwara

Introductions & Ground Rules (led by Katherine Wood)

Presentation (by Evan Pfahler)

Presentation Q&A (*Question/comment from the attendees listed first, with response in the intended bullet that follows*)

- How much of what was in the previous master plan has been brought to the new one?
 - This master plan is a new process, so everything is on the table, but things change depending on the market/tourism. It's a dynamic process that changes depending on constantly changing conditions.
- Are helicopter operations regulated at the airport?

- They are, in the same way that fixed wing traffic is regulated.
 - Airports have limited ability to affect aircraft operations once they are in flight. Once the aircraft is in flight, FAA is responsible for regulating the aircraft.
- Are drones allowed around ANC?
 - Yes, but with restrictions like any other type of aircraft. It's not legal to just fly around the airport, but it is allowed with coordination with FAA and a proper license.
- Where does Merrill Field Airport come into this? Is it part of the update? Lake Hood?
 - Merrill Field Airport has a different airport sponsor. This master plan is only for ANC, but other airports in the area have an impact, so they need to work in conjunction with one another. But from a facility perspective, only ANC is included in the Master Plan Update.
 - This Master Plan Update is focused only on ANC. Lake Hood has a separate master plan that has taken place, but it is not included in this one.
- Communication is key. Lots of things are okay about how the airport does business, but there are some areas where we see conflict. This Master Plan Update is a good chance to provide clarity into airport operations.
- Alaska is unique in that some of the Airport's leases are legacy leases that may not generate significant revenue like they would at other large airports, like Chicago O'Hare International Airport. Do you take that into consideration in this Master Plan Update? The uniqueness of Alaskan businesses?
 - Yes. This Master Plan follows FAA guidance but there is consideration for how the local economy affects leases and operations here compared to the rest of the US. The reality is every lease application is handled on a case-by-case basis and is a regimented process.
 - The Master Plan will look at East Airpark to evaluate potential improvements to best accommodate demand for aviation facilities.
- What is the reason for the latency in updating our Master Plan Update?
 - Most airports prepare master plans every 7-10 years. We are currently 10 years since the last Master Plan, so it is not "late". Airports have a responsibility to update their Master Plans on a regular basis, but part of that is how much of a need is there at any given time. We do not tie a strict date to building infrastructure. It depends on current conditions at the airport and is flexible with what is needed. An airport can time their Master Plan Update for when it is most important and effective.
- Over time, is there any airport owned land that can be designated unsuitable for development? Is there any line that can be drawn that says we cannot develop? For example, can the airport designate a buffer on its land that would never be developed?
 - The honest answer is, not really. Wetlands are not a great area to build, but we could build there so we can't designate it useless land that would never be developed.
 - On the policy side, if a buffer is desired by residents, that would have to be advanced by the Municipality of Anchorage. If the Municipality wants to have a buffer, the Municipality would need to advance that and purchase the property.

Because the land was granted to ANC by the federal government to support aviation, it cannot be given away.

- Can the public lease property from the airport for the express reason of not using it, i.e., could we lease the land we'd like to be a buffer?
 - If the airport plans to lease land, the public can apply it, however the airport may not lease land for non-aviation uses. Airport property needs to be used for aviation. We must follow the grant regulations of the FAA. It needs a lot more input than we can offer today. If we do a lease, it has to be publicly noticed and discussed amongst the community for best use.

Flip Chart Notes (led by Katherine Wood)

The group reviewed the draft Goals & Objectives language and offered the following feedback for consideration:

Communication

- Regular (e.g., annual) meetings/open houses to allow time for the airport to meet with the surrounding communities
- Explain, with more clarity, how the airport is funded. It's not general funds, it's funded by the airline signatories.
- Encourage tours for the public/youth
- Workforce development
- Explain, with more clarity, the governance of the airport
- Consider an app (e.g., DOT&PF's 511) that reflects current parking availability
- Modernize communications to users and stakeholders.

Environmental

- Add PFAS and remediation
- Energy efficient – must be environmentally compatible. The infrastructure needs to work in all weather conditions.
- Long-term and short-term parking for electric vehicles is 3rd from the bottom – redundant?
- Airline initiative around SAF (sustainable aircraft fuel). How will the airport accommodate?
- #2 – should reference noise pollution in and around airport neighborhoods
- #1 – does it mean wetlands and sensitive areas around the airport?
- 'air' 'land' 'sea' "in fence, out of fence"
- Last bullet – what are you doing to provide bus/transport for employees?
 - There are lots of vehicles in and out of the airport. There should be transportation planning with the city.
- Not only minimize but mitigate unavoidable environmental impacts
- PFAS should include collection and treatment
- Collect and recycle glycol across the entire airport (as feasible)

- Maintain wetland function to the greatest extent possible
- Update fish and wildlife characteristics

Efficiency

- Too many objectives
- Verify an efficient passenger security process
- Can some of the demand be handled at Fairbanks International Airport?
- Accommodating air cargo demand by evaluating different (all) capacity enhancing alternatives (locations)
- How can the north terminal site/building be repurposed?
- Demand will increase with the Baby Boomer Generation retiring within the next 7 years
- There needs to be an increase in regional aircraft from the terminal side.
- There will be more of a demand on non-secure part of airport with no additional space (e.g., tarmac space)
- Passenger demand needs to be accommodated at all terminals

Fiscal Sustainability

- PFC: Passenger facility charges at \$3.00/person. ANC should consider an increase to this current charge.
 - Other airports collect \$4.50/person.
- Additional cooperation with U.S. Customs could help. Many have requested progressive clearances during the war on Ukraine, but Customs didn't allow.
- International business zone for cargo transfer
 - What are we doing to capitalize on that?
 - Consider a 'medium rate' for cargo transfer between carriers. U.S. Customs is inflexible/challenging
- Maintain business diversification to support intra Alaska (i.e., don't price out those that serve rural Alaska). Operational diversity to support all sizes of business.
- Consider the new sizes of drones capable of carrying cargo and passengers.
- Do not put profits over human health.

Safety

- Sounds pretty good, but the word safe may imply an absolute. Maybe 'safer'?
- Should focus on different user types (e.g., aircraft sizes) on airport. Also, focus on off airport implications (where facilities are location re: neighborhoods)
- Make sure there are no conflicts by type of aircraft
- Building safety – bag systems
- Bag makeup
- Security Screening Checkpoint – new regulations for employees
- Security for tenant locations
- More uniformity across airport (or clarity)

Land Management

- Goal mission – establish some sort of evaluation (buildable, semi buildable, & unbuildable) for future development opportunities.
- What are the plans in the last objective? Spell out?
- Cargo aircraft parking requirements – is the current plan the right plan? This question was prompted by capacity concerns.
- Evaluate the current use. Land that could be aircraft parking that isn't currently available.
- Vertical vision for parking. Flat parking is a waste of dirt. Think of both the travelers and the airport's workforce.
- Compartmentalize fair market value by location/zone
- Identify areas to expand responsibly
- Can you test for contamination ahead of time to inform tenant decisions?
- Could other locations be considered for air cargo (Fire Island, North Terminal)?
- John noted that the Turnagain Community Council Land Use Committee will have a meeting to review and provide feedback on the Draft Goals and Objectives.

Resilience

- Why is this a weather focused topic?
- Consider focusing on
 - terminal resilience
 - passengers
 - security
 - staffing/labor
 - Volcanic, seismic, coastal erosion
 - Winter storms
 - Fuel storage
 - Communication
- Deicing at terminal occupies gates
- Snow storage – r.e. for moving

Anchorage Master Plan Update

May 31, 2023 Public Meeting

Flip Chart Notes

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ANCMPU Public Open House Comments

5/31/23

5:30 – 7:30 PM

- Comments/questions regarding the NorthLink Aviation development – How can tree removal be happening if the Master Plan is only just beginning? Homeowners are concerned that nobody seems to be listening. Air traffic has grown exponentially, commercial and military. I heard it was 700 feet from the residents, now I hear it's 500 feet from the residents. The smell is bad as well. What's in jet fuel? It's sulfur. What is the difference between tonight's meeting and yesterday's meeting?
 - NorthLink is conducting an Environmental Assessment with the Airport and the FAA. Comments and questions for that need to be directed to the Northlink team
 - The Airport Master Plan Update and the Northlink development are two separate projects with different development processes. This team here tonight is not working on Northlink.
- ANC wants to be a good neighbor and we're just finding out about Northlink? If you wanted public input, you should have asked sooner and it's already a done deal. That's not being a good neighbor.
 - This meeting is not for Northlink, but there was a multi-year public notice and comment process for Northlink. That process has been going on for over a year and a half and has extended the public process numerous times to seek public input.
- Was Northlink on the last Master Plan?
 - A company put the request in to develop that land after the previous Master Plan was completed.
- Where is the Airport Traffic Control Tower going to be moved? Where are the aircraft currently using the site identified for the Airport Traffic Control Tower going to be relocated?
 - The existing tenants will possibly be relocated to a parcel north of the current Airport Traffic Control Tower and north of Lake Hood on Lake Hood property.
 - The Airport Traffic Control Tower is owned by the FAA and not by the Airport. The tower is being relocated by the FAA and will take several years to implement. It is quite old. Finding a new location is not part of the Master Plan Update.
- Air quality and relationship to weather in the area?
 - Airplanes generate exhaust and affect air quality. One of the goals of this process is to mitigate the Airport's effect on the area. The weather has an effect, airplanes have an effect, and the EPA governs air quality control. We can provide information about where you can learn about current air quality and EPA's regulations.
- Is there an upper limit of air quality damage before something is done?
 - There are air quality standards under the EPA. A given project has to follow these regulations and will not meet approval if they go over the air quality standard. If you have further interest in air quality locally, the EPA would be the best source to check with.
- Can you address the extreme erosion that is occurring at the far north end of Point Woronzof?

- The very tip on the north end does have erosion that is taking place. US Army Corp of Engineers and the Municipality are starting a survey study on what the erosion is, how much occurs per year, and what can be done to stop the erosion. This is a multi-year process and study to qualify for funding.
- Several years ago, there was an initiative for a second North-South runway that was withdrawn. What is the status on that and is it in the current Master Plan Update?
 - There was a proposal for a 4th runway, heading North to South, 4,000 feet west of the existing runway. The plan has not been withdrawn. It concluded that a 4th runway would only be advanced if and when it was warranted based on air traffic. At present it is not needed, but it could be possible depending on demand someday in the future.
- Will the Airport Traffic Control Tower relocation affect employee parking?
 - No. There will be no impacts to employee or public parking.
- Are there any plans to do a new study to address air quality and noise pollution?
 - See comments above re: air quality. For noise, the Master Plan needs to be done to forecast operations and then the Airport intends to conduct a Part 150 noise study.
- Is FedEx planning on growing their Anchorage operations?
 - FedEx is continuing their longstanding commitment to be a good tenant and good employer in the state of Alaska. FedEx is planning on expanding their facility at ANC to support their growth which also supports the local economy.
- Are we incorporating a global perspective into airport development?
 - There are lots of areas where we seek guidance for technical work and development of the Airport. We have quality guidance from the FAA that we use for this process. This is the organization that we work most closely with. The FAA has a relationship with other aviation organizations around the world and uses them as a resource for guidance as well.
- How many international cargo flights vs passenger flights?
 - Cargo makes up a significant portion of the operations at this Airport. Cargo makes up more of a percentage of flights at the Airport than passenger flights. We are breaking down the forecast for the next public meeting for the demographics for cargo vs passenger flights. We'll provide lots of details then.
- Is the Airport aware of potential issues with the outflow near Kulis?
 - This is the first time we've heard of it. Let's talk and we want to know more.
- What do you see when talking to stakeholders, what technological changes will occur within the next 5/10/20 years and how will it affect Anchorage?
 - In the past several years, we have seen evolutionary change in aviation. Airplanes are becoming more efficient, significantly quieter, and airlines are transitioning older planes out faster. Wingspans are growing to allow aircraft to be more efficient. There are conversations about electric aircraft, unmanned vehicles, etc. but a lot of it doesn't yet exist in a practical sense or it hasn't been proven. More revolutionary change is coming than we have seen in our lifetimes.
- Comment about airline fumes and planes from other countries flying over Anchorage spilling their fumes down on the city and can they be fined for doing that and how can we prevent it?
 - The Airport doesn't have any control over planes that fly over Anchorage. Once planes are in flight they are managed by FAA.

- Comment asking about JBER planes and ANC planes crossing paths
 - Both Airport Traffic Control Towers are in constant communication and give priority to whoever needs it most at each time. Unrelated to the Master Plan Update, JBER is building their own infrastructure updates and will improve coordination with ANC. This is also being looked at in the master plan update and taken into consideration. A representative from JBER is on our Stakeholder Working Group.



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR Alaska

Meeting Location: The Lakefront Hotel Date: 5/31/23 Time: 3:00 - 7:30 PM

Project No. (Federal/State): CFAPT00847

Project Name: Anchorage International Airport Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☒ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Newspaper, OPN, Mailers, Social Media, Radio, Mailing List

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 107 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 36

Was an interpreter required? YES ☒ NO

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any.

No Title VI issues were raised at the meeting. The project does not affect a specific minority group.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

This meeting was to update the general public on the Anchorage Airport Master Plan Update process that has just begun. Members from numerous job fields and communities were present for the meeting. No issues regarding ethnicity or gender were raised throughout the event.

***Total number of citizens on CAG Board:** 23

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F
13	2					1					

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
ESTHER J. COX	esthercox@alaskalife.net	600 W - 76 th Ave # 407 Anch 99518	F	W
Donna Chervier	donna.chervier@gmail.com	2040 Shepherdia Dr.	F	W
JOE P. SCHLICKER		2241 Roming Plt 305 Anch 99503 AK	F	W
FRED STAUBER	FREDSTOWING@YAHOO.COM	4315 BEECHCRAFT DR 99517	M	
Carol Eaton	carolbennettatton@yahoo.com	2952 Madison way, Anchorage 99508	F	W
Andry K.			M	
David Skieren	dskieren@Alaska.org		M	W
Elizabeth Tabor	btoobaresmail.com	656 Cuddy Sault, 99502	F	W
Bernice Davis	bjdavis@gci.net	Spokane	F	W
Tracy Anna Tabor	tracyanna@mac.com	South Anchorage	F	
Lynn Ragle	lynn.ragle@gmail.com	4133 Raspberry Rd	F	W

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Judy Robinson	jdelwak@gmail.com	#10 Box 241125 Anchorage AK 99524	F	W
Brian Blazon	brianblazon@gmail.com	2422 E. 52nd A Anch 99507	M	W
Gayle Erickson	gayle1947@gmail.com	2203 Jefferson Ave 99517	F	Human
OZ KEMPALL	wizand@gmail.com	831 Berry Pkwy		
Clyde Kaveshiro	yckv2010@yahoo.com	6331 Airport Road 99502	M	
Jeff - Jeanne Lucas	jeff.lucas1@gmail.com	1565 Cutty Sark St. Anchorage AK 99502		
Steve & Kelly Baxter	bbs562@hotmail.com	906 West 53rd Ave Anchorage, AK 99518		
Maureen C. Portola	mporhol9912000@gmail.com	3914 W 84th Ave Anchorage AK 99502	M	W
Barry Hutchins	BHutchins@gmail.com	3305 Mt Vernon	M	W
Muse Gaur	delacruz@gmail.com	6828 Lowell Cir	F	
Lex Yelverton	lex.yelverton@gmail.com	1513 Kinnikinnick St	F	

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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kevin K. Jensen	k2k@seawood@gmail.com	3302 Strandberg Rd, Anchorage AK 99502		
Jim Montgomery		4124 Westwood Dr		
Bob Butera	bteracegi.net	2420 Juneau St 99508		
Walter P. Harker	STARPLITE@att.net	PO Box 824 DILLINGHAM AK 99574	W/F	W
Evar Edgmon	edgmon.y.edgmon@gmail.com	P.O. Box 84 Dillingham 99574		
Michele Bowen	michelebowen@gmail.com	5413 Sandhill loop Anch AK 99502	F	W
PATRICK STANLEY	PSMAPLEMIESTER@FANOO.COM	6644 LAKEWAY DR		
Robert Shipley		A.W.C.	M	W
Karen Merkle	Merkle.km@gmail.com	3330 Dobi + Dr 99512	F	W
Susan Barnett	susanbarnett@seawood.com	6650 Lakeway Dr.	F	W
Gerrit Anke		6020 Blackberry 15C	M	W

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Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Lynn Dixon/Charles Arnold	dixon=lynn@yahoo.com	6320 Lost Circle 99502	F	W
Jim FREDENHAGEN	takecare@alaska.com	2720 VALLEY FOREST CIR. 99502	M	W
JOHN LEVY	johnlevy97@gmail.com	440 OCEANVIEW DR. 99515	M	W
Melody Nibsch		8741 Beachwood Dr. 99502	F	W
Peggy Labey	Peggy@cs.csi.ut	7882 Gate Creek Dr 99501	K	
Jeremy Kashatok	skataashatok@gmail.com	1513 Kinnickinnick Street	M	
Rick Eiben	reuben2525@gmail.com	4159 Raspberry Rd.	M	W
Lyn Clark		3850 B Lincoln Ellis worth Ct 99517	F	
Elbertha Anter		6020 Blackberry St 99502	F	W
Stan Portals	akstan3000@yahoo.com	3914 W 84th Ave 99502	M	W
Madeline Casper	madelinecasper@gmail.com	740 W 47th Ave 99503	F	W

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Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Kim Cunningham	Kimscun@gmail.com	7422 PARK WEST CIR, ANCHORAGE AK 99502		
JOE HANSEN	HANSEN50joe@hotmail.com	3560 NovaCir Anchorage		
Saiko Smith	saismith@qci.net	3440 Orbit Cir Anchorage		
Marilyn Houser	lostinspace@msn.net	2411 Ingoz St. Anchorage		
John Magnaudet	angie@abcmotorhome.com	3875 Old Int'l Airport Rd. Anch.		
STUART BELSHIE	paradicesunart@yahoo.com	2300 W. TUDOR RD #3 ANCHORAGE, AK. 99517		
Frank Post	FRANK@GCI.NET	8253 SAKLIF ST.		
Minako Hummel	minetokak907@gmail.com	5965 Muirwood DR. Anch AK 99503	F	

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
DAVID LAMBEY		7000 TOWNSEND COURT ANCHORAGE, AK 99502		
Becky Brunk	beckybrunk2017@gmail.com	3745 PINEHURST BLVD ANCHORAGE, AK 99517		
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Colleen Maroun	colleen_williams@hotmail.com	2205 Arcadia Dr Anchorage AK 99517		
Judy Brady	jbrady907@gmail.com	6546 Lakeview Run Anchorage AK 99502	F	
Kent Hampton	KENTHAMPTON@EARTHLINK.NET	6550 LAKEWAY DR. ANCHORAGE AK 99502	M	—
Kathryn Merrill	Kathryn.Merrill@gsi.net	9311 Jewel Lake Rd. #102 Anchorage AK 99502	F	W
MATT CLAMAN	Sen. matt.claman@akleg.gov	on file	M	
Don Stuefer		PO Box 11962 Anchorage AK 99511	M	
Beverly Churchill	beverlychurchill51@gmail.com	8022 Seaview St. Unit A Anchorage, AK 99504	F	W

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Ted Stevens Anchorage International Airport Master Plan Update

Public Open House

The Lakefront Hotel, May 31st, 2023, 5:30 PM - 7:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Alyssa Hodum	Rose52400@gmail.com	740 W 47 th Ave #16 99583	F	
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DANE HUPP	DANE.HUPP@ICLOUD.COM		M	
Russell Cingos	rhgingras@live.com	7075 Weiner Rd Apt 4	M	
Michael Hainsmeyer	michael.hainsmeyer@stentel.com		M	
Jeff Fenske				
Jennifer Monisti	jmonisti@yahoo.com			
KARLA CARPENTER		4014 Hood Ct	F	
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Paul Zembay		3819 West 80 th Avenue, ANC	M	
Jan Strandberg	jsspe@hotmail.com	2650 Nathaniel Court	M	

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Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

SWG and AAC Meeting

The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:00 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
ROBERT KELLEY	RVKELLEY@FLYGRANT.COM	6420 KUCUS DRIVE, ANCHORAGE, AK 99502	M	W
Joe Zerck	Joe.Zerck@RegisusAK.com	9900 Love Tree Dr. Anchorage AK 99507	M	
Joe Michel	joe@aktrucks.org	3343 Minnesota Dr. Anchorage AK 99503		
Bill Popp	wpopp@acdcweb.com	510 L Street, Suite 603, Anchorage, AK 99504	M	W
Linda Swiss	swiss.linda@gmail.com	6920 Kit Lisa Tr Anch AK 99502	F	W
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TerAndersen	ter.andersen@us.af.mil		M	
CRIG LYON	craig.lyon@andres.kiev		M	W
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Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

SWG and AAC Meeting

The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:30 PM



Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
David Brewer	D.Brewer@AlaskaPros.com	Anchorage AK 99507	M	W
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Lana Cotton	Lycotton@nca.aero	Anchorage	M	W
Tim Isaacs	isaacs@gei.net			
Royce Emerson	tylerj@ups.com	Anchorage	M	W
Mike Marinelli	mike.marinelli@nca.aero	ND 112 T6AIA	M	W
Cathy Gleason	cathy.gleason@yahoo.com	4211 Bridle Cir 99517	W	W
Tyler Cresswell	tyler.cresswell@atlascir.com	6300 Boeing Ave, ANC	M	W
Bob Auth	AuthRM@gei.net	2621 Melvin, ANC	M	W
MATT SANDERS	MATTHIDESPT@YAHOO.COM	ANCHORAGE	N/A	ALL
Dan Knesek	dknesek@flygrant.com	6420 Kulis Dr Anchorage AK 99502	M	W

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**Ted Stevens Anchorage International Airport
Master Plan Update
SWG and AAC Meeting**
The Lakefront Hotel, May 31st, 2023, 3:00 PM - 5:30 PM

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APPENDIX A-4

Public Meeting #2 Report



Ted Stevens Anchorage International Airport Master Plan Update



September 2023
Public Meeting

Table of Contents

Introduction	1
Overview of Public Involvement Activities.....	1
Public Meeting and Online Open House #2	1
Stakeholders	1
Advertising.....	2
Summary of Comments and Q/A	2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Eblast 1: Email Announcement

Eblast 2: Email One-Week Reminder

Eblast 3: Email Today Reminder

Attachment D: Advertisements

Anchorage Daily News Display Ad #1

Anchorage Daily News Display Ad #2

Anchorage Daily News Online Ads

State of Alaska Online Public Notice

State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet

Meeting Notes

Committee Meeting Notes

Title IV Reports

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter four of 2023.

Public Meeting and Online Open House #2

On Thursday, September 14, 2023, the ANC MPU team hosted two hybrid committee meetings and one in-person public meeting in Anchorage from 10:00 am to 8:30 pm; with an Airline Advisory Committee meeting from 10am-12pm, a Stakeholder Working Group meeting from 2-4pm, followed by a public meeting from 5:30-7:30pm. All three meetings were open to the public. Two presentations were prepared; one [two-hour presentation](#) to both stakeholder committees and a [45-minute condensed presentation](#) for the public meeting. [Posters](#) were posted around the perimeter of the room for attendees to read and view.

A total of [29 people](#) signed into the meeting; however, a headcount at the peak of the night claims 56 people attended. All were in person.

The [Online Open House](#) was made available via the project website for two weeks from Thursday, September 14 – September 28. During this active time, there were 44 visitors.

Other materials available during this meeting including an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, letters of support, comment forms, directional signage, and State of Alaska demographics surveys.

Stakeholders

Representatives from the following organizations attended the meetings in person:

- Commodity Forwarders
- CRW Engineering
- DOWL
- Foreman Air
- Private Pilots
- Pyros Aircraft Spa
- Sand Lake Community Council
- Stantec
- State of Alaska, Department of Transportation & Public Facilities
- Turnagain Community Council

Advertising

The public meeting satisfied project public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 - [Announcement](#): 124 successful deliveries, 381 total opens, 171 total clicks
 - First email full [report](#)
 - [Reminder](#): 167 successful deliveries, 344 total opens, 158 total clicks
 - Second email full [report](#)
 - [Tomorrow Reminder](#): 170 successful deliveries, 315 total opens, 177 total clicks
 - Third email full [report](#)
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 - Seven (7) advertisements in the [Anchorage Daily News](#)
 - Two (2) display ads on August 24th, and again on September 12th
 - Five (5) online ads campaigned 9/4/23 – 9/17/23
 - One week of streaming [radio ads](#) from Alaska Public Media from 8/28/23 – 9/24/23; [report](#)
 - State of Alaska [Online Public Notice](#) posted from 8/24/23 – 9/14/23
 - State of Alaska [GovDelivery](#) sent on 9/6/23
 - Three (3) Social Media Posts
 - [Facebook Event](#) Created & Post 8/23/24
 - [Facebook Post #1](#) on 8/28/24
 - [Facebook Post #2](#) on 9/12/24

Summary of Comments and Q/A

Four comments were received during this public meeting period. A common theme from the comments was inquiries for general updates and next steps. One comment suggested moving the airport across the inlet and other addressed airport aesthetics and engaging entertainment throughout the terminal. The completed comment forms can be found within Attachment C.

A total of 20 questions were answered live, with full details within the meeting notes in Attachment E.

Attachment A

Meeting Presentation



ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

SEPTEMBER 2023

WELCOME TO THE ANC MASTER PLAN!

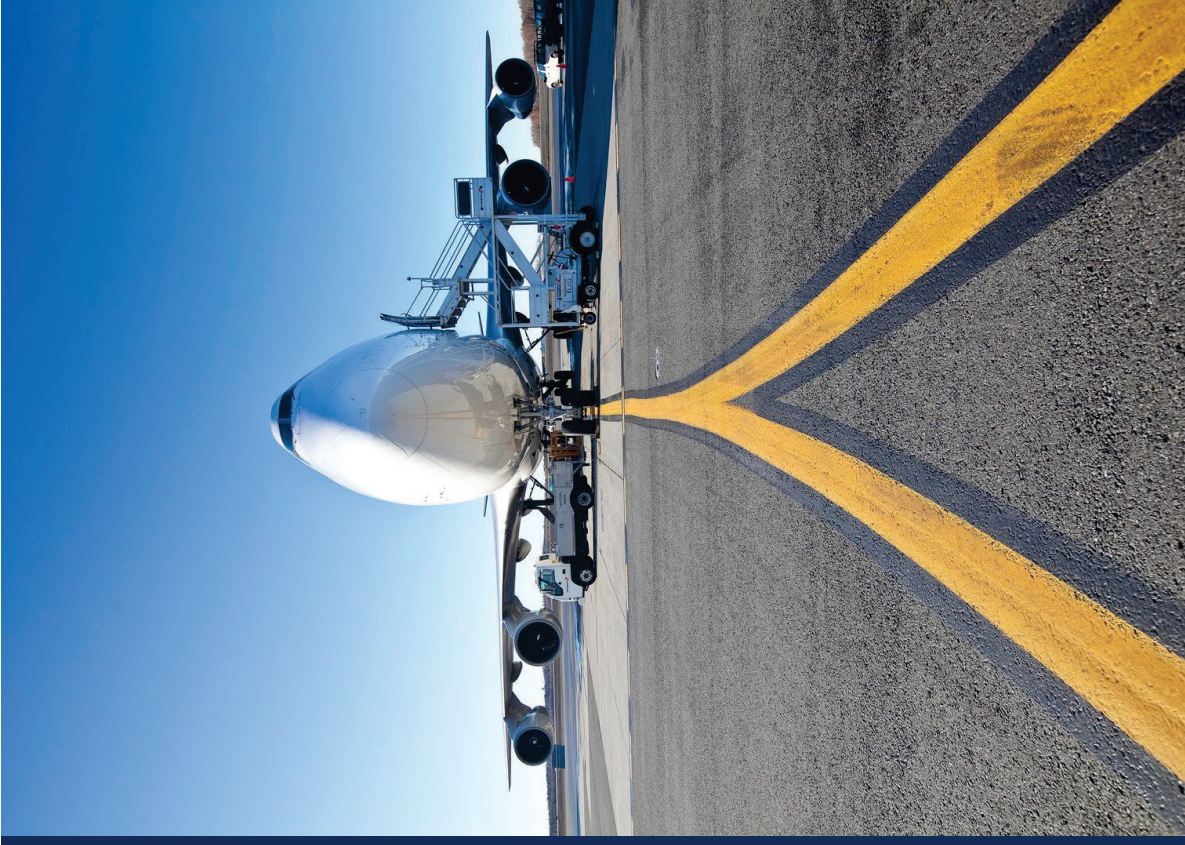
- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
- Facility Requirements
- Next Steps / Meetings



WELCOME TO THE ANC MASTER PLAN!

– What is an Airport Master Plan

- Master Plan Process and Schedule Overview
- Public Involvement Plan Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
- Facility Requirements
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ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

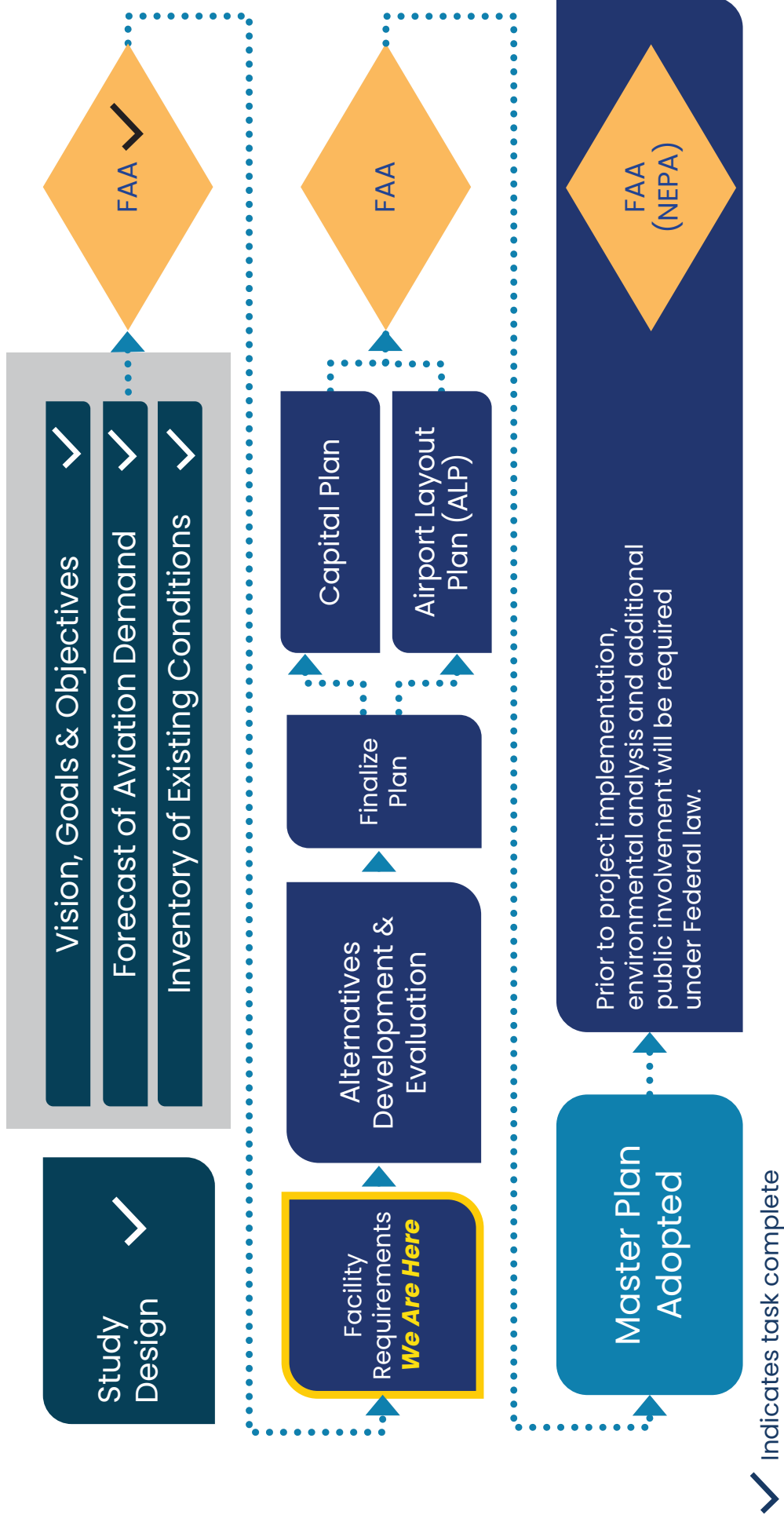
-FAA Advisory Circular 150/5070-6B Airport Master Plans

WELCOME TO THE ANC MASTER PLAN!

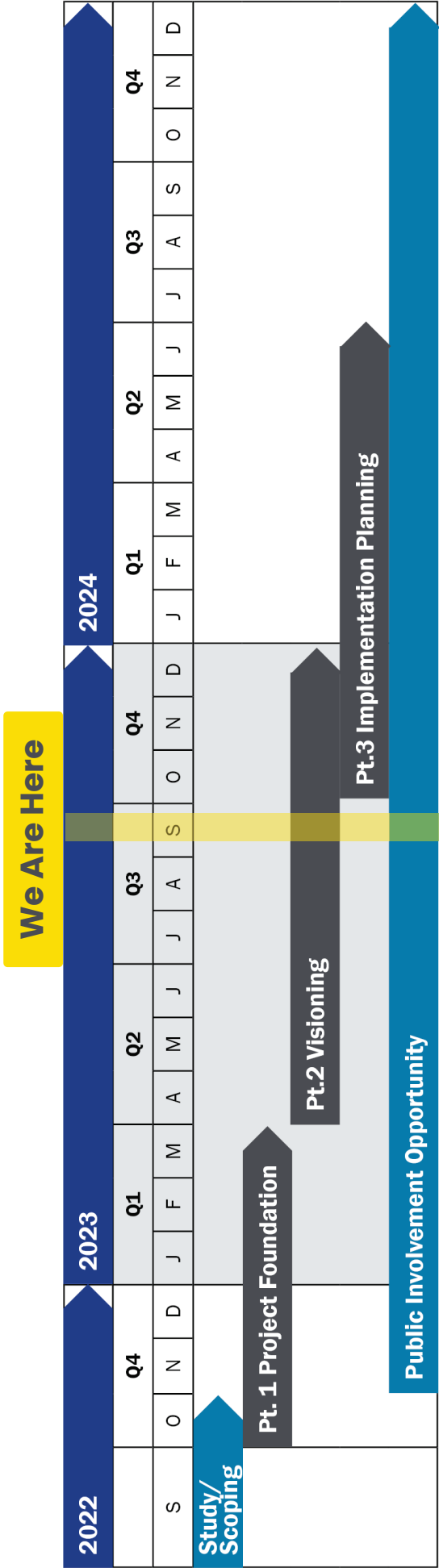
- What is an Airport Master Plan
 - **Master Plan Process and Schedule Overview**
- Public Involvement Plan Overview
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- Next Steps / Meetings



MASTER PLAN PROCESS OVERVIEW



ANC MASTER PLAN
PROJECT SCHEDULE OVERVIEW

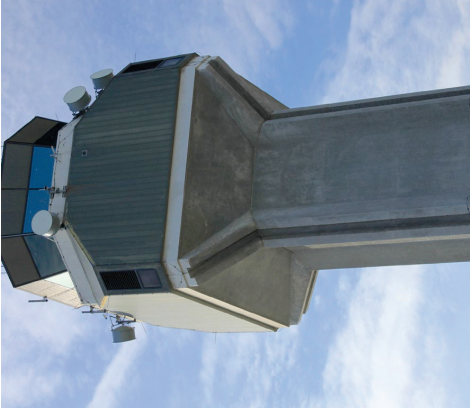


The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
 - **Goals and Objectives Update**
- Forecast of Aviation Activity
- Facility Requirements
- Next Steps / Meetings





ANC MASTER PLAN

GOALS AND OBJECTIVES

- **Safety**
Maintain or enhance the safe operation of the Airport
- **Efficiency**
Maintain or enhance the efficient operation of the Airport
- **Environmental Sustainability**
Minimize the impact of airport development through environmental awareness
- **Fiscal Sustainability**
Maintain the long-term fiscal sustainability of the Airport
- **Land Management**
Facilitate long-term Airport development through strategic land management planning
- **Communication**
Engage stakeholders through open communication
- **Resilience**
Minimize impact of operational interruptions and disruptions



Comment Highlights To Date

Things to Consider

- Noise
- Smell
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at ANC or another location

Ideas

- On-site hotel
- Quiet hours at the airport
- Mini movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on Fire Island (or new airport elsewhere)
- Roundabout at Sand Lake Road & Raspberry

In support of

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
- Improve NAVAIDs & Air Traffic sequencing to use existing runways



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
 - **Forecast of Aviation Activity**
- Facility Requirements
- Next Steps / Meetings



WHAT IS A FORECAST?

ANC MASTER PLAN

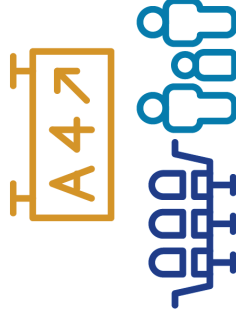
- **Projections of future levels of aviation activity**
How will future activity change?
- **Determine the need for future facilities**
What facility changes would be needed to meet future activity?

Forecast Focus

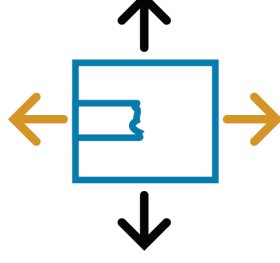
Aircraft Operations



Passengers



Cargo



General Aviation



METHODOLOGY

1. Alaska Economics

- State and Anchorage population growth
- State and Anchorage economic and job growth



2. U.S. Economics

- Alaska as a tourist destination



3. Global Economics and Trade

Asia-Americas trade



4. FAA Terminal Area Forecast (TAF) Benchmark

- FAA produces an annual forecast of passenger enplanements and operations for all U.S. Airports



Aircraft Operations

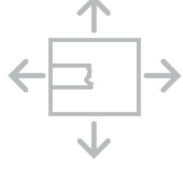
Anticipated Growth



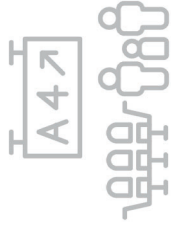
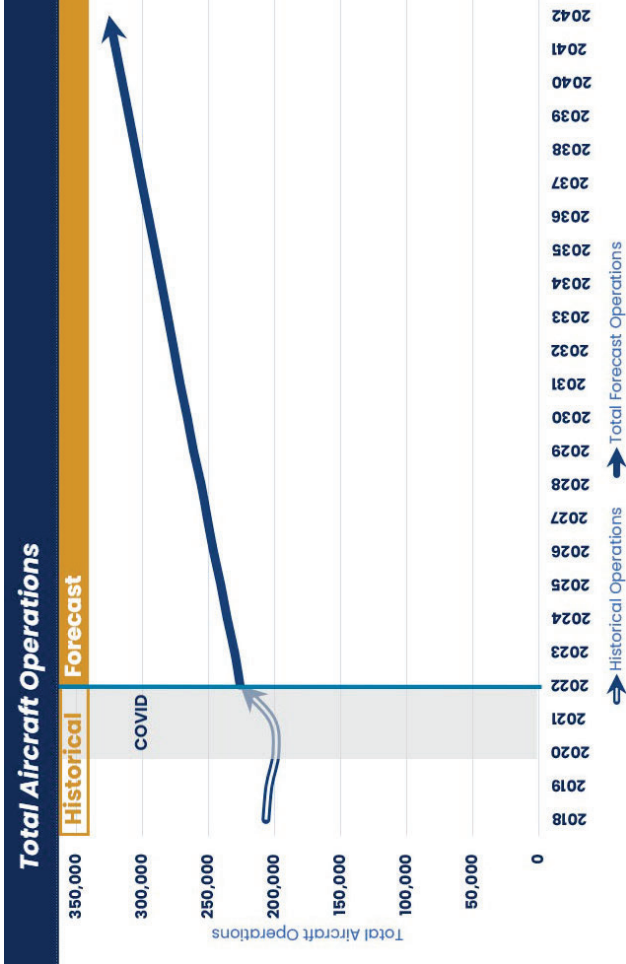
ANC MASTER PLAN

Operations

- **Forecast of Operations**
One plane landing or taking off is an operation
- **Drivers of Operations Growth**
International trade and economics (cargo)
Changes in aircraft types (airplane size)
Changes in airplane use (load factors)
- **Anticipated Rate of Growth:**
1.8% per year over the 20-year planning period



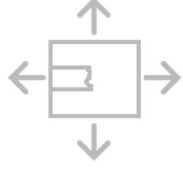
Aircraft Operations



ANC MASTER PLAN

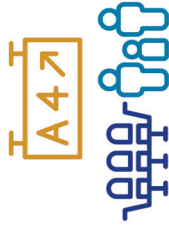
What Does This Mean?

- **How busy is ANC today?**
2022 was ANC's busiest recent year
226,346 operations
26th Busiest US Airport (Source: ACI-NA)
- **Who is the busiest?**
Atlanta ranks 1st – 707,000 ops
Seattle ranks 11th – 375,000 ops
- **Who are ANC's peer airports (in 2022)?**
A little smaller – MEM (Memphis, TN) – 215,000 ops
A little larger – SFO (San Francisco, CA) – 266,000 ops
- **How busy might ANC be in 10 years?**
About as busy as SFO is today



Passengers

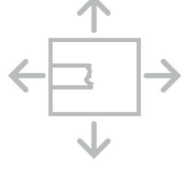
Anticipated Growth



ANC MASTER PLAN

Passenger Activity

- **Forecast of Enplanements**
One person boarding a plane at ANC is a passenger enplanement
- **Drivers of Passenger Growth**
Alaska population and job growth
U.S. tourism demand for Alaska
International tourism demand for Alaska
- **Anticipated Rate of Growth**
2.3% per year over the 20-year planning period

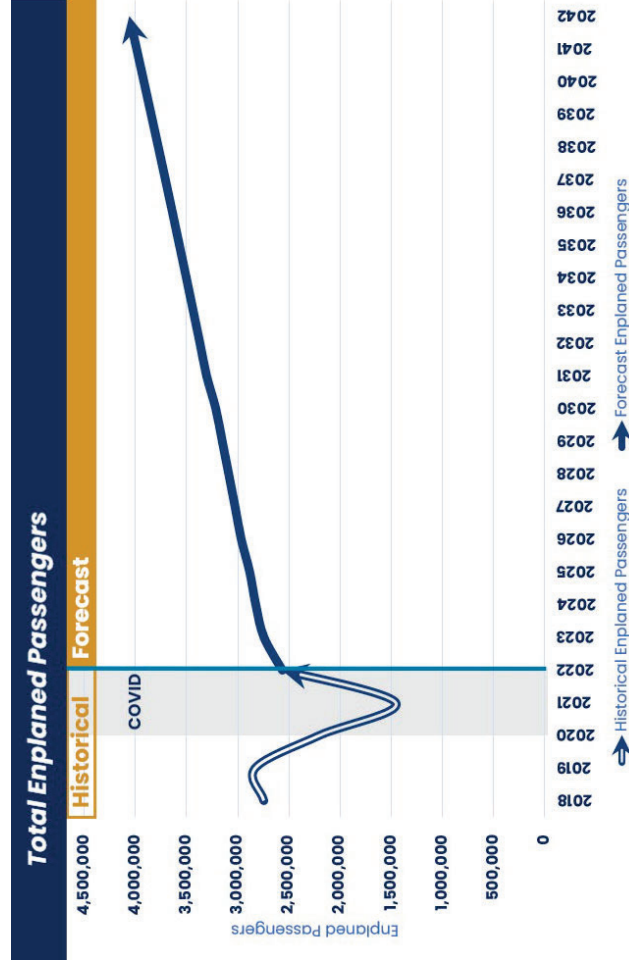


Passengers

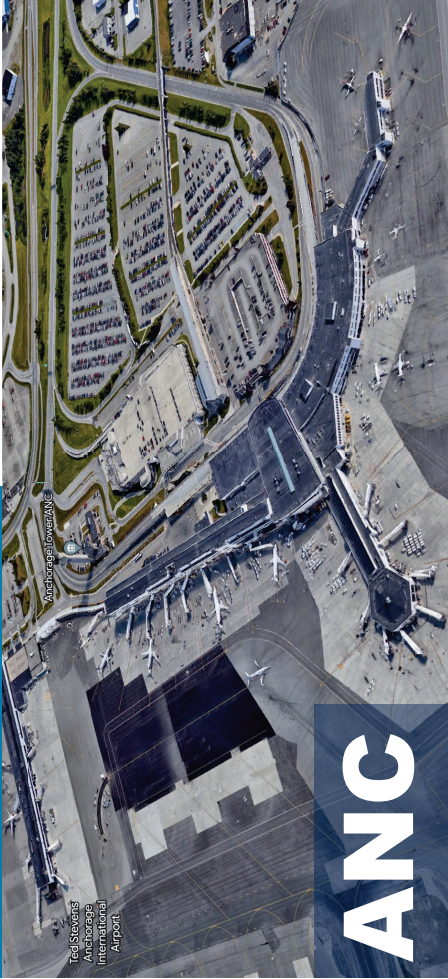
ANC MASTER PLAN

What does this mean?

- **How busy is ANC today?**
 - 2019 was ANC's busiest year
 - 2.8 million enplanements
 - 59th Busiest US Airport
- **Who is the busiest?**
 - Atlanta ranks 1st – 54 million enplanements (2019)
 - Seattle ranks 11th – 25 million enplanements (2019)
- **Who are ANC's peer airports?**
 - MKE in Milwaukee, WI is a little busier than ANC

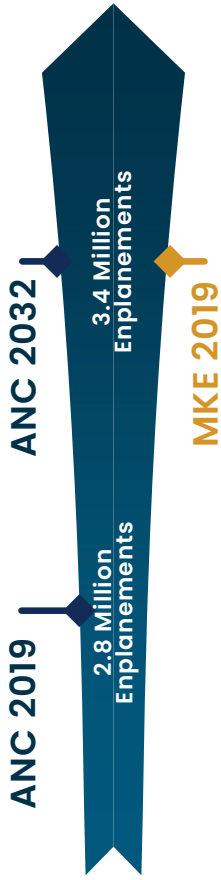


Passengers

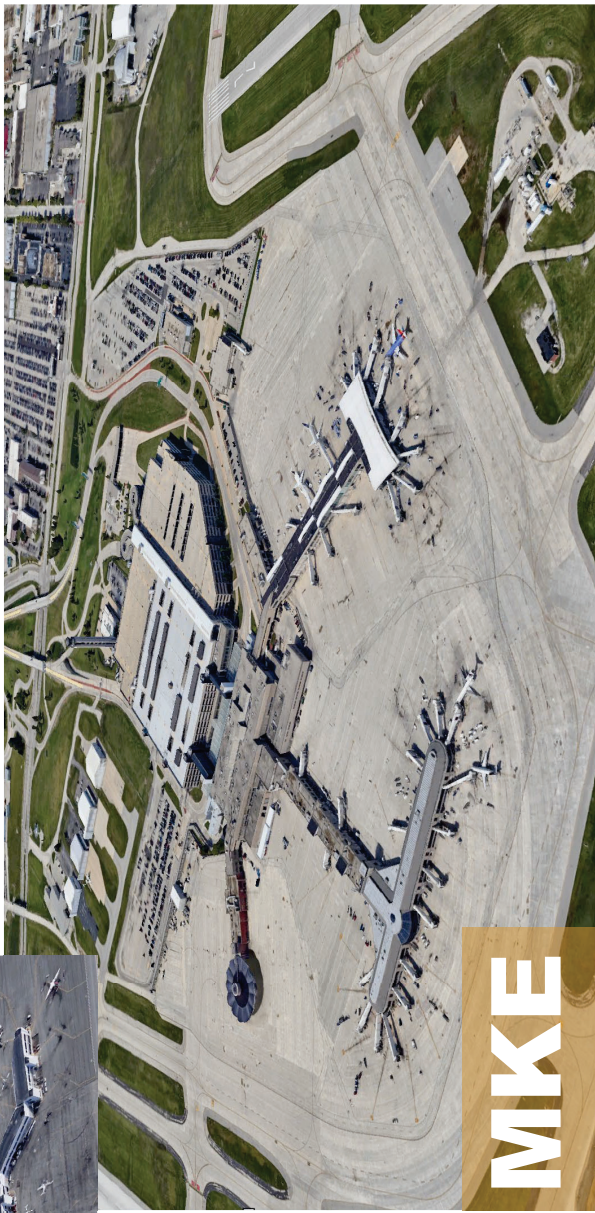
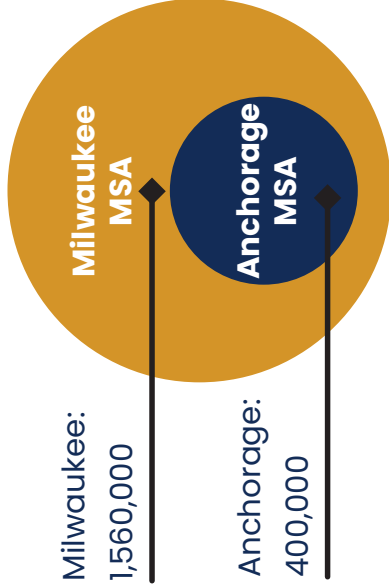


ANC MASTER PLAN

Comparing ANC to MKE

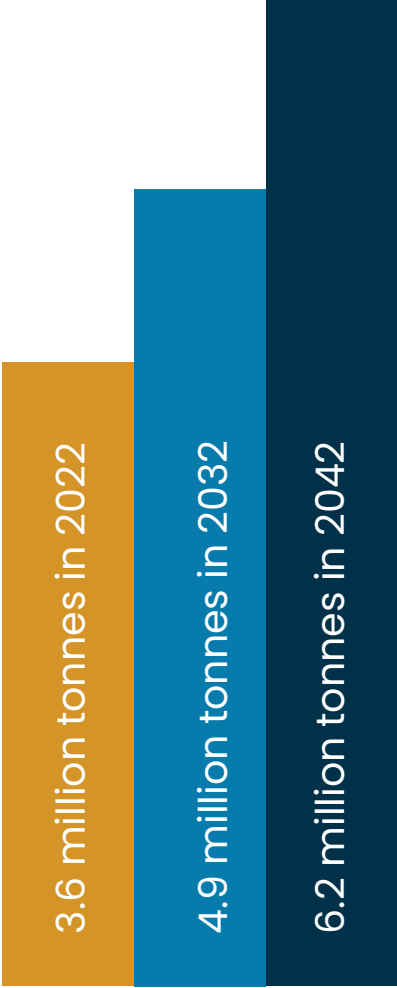


MSA Population Comparison



Cargo

Anticipated Growth



ANC MASTER PLAN

Cargo

- **Forecast of Air Cargo (Tonnes)**

The forecast considers cargo that is moving to and from Alaska and within Alaska

International cargo moves between Asia and the Americas but transits through ANC

- **Drivers of Cargo Growth:**

Alaska’s economy and international economics

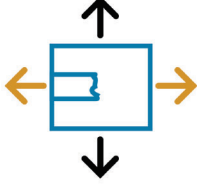
Alaska has a high demand for air cargo

ANC is a key stop for Asia-America air cargo trade

Cargo growth at ANC is primarily driven by global economic forces, not local or state economics

- **Anticipated Rate of Growth:**

2.8% per year over the 20-year planning period

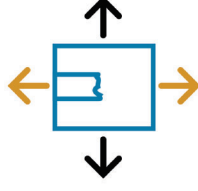
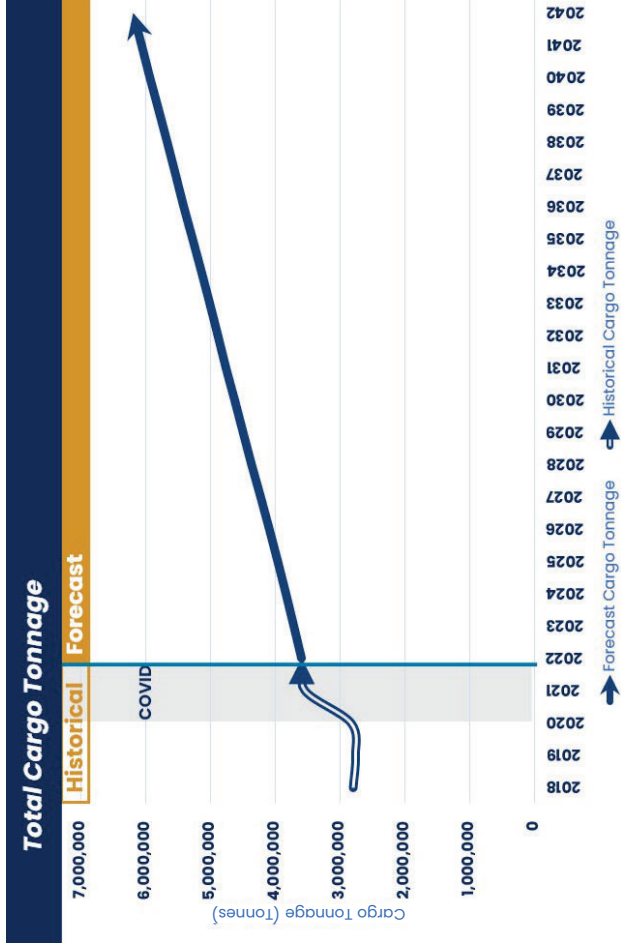


Cargo

ANC MASTER PLAN

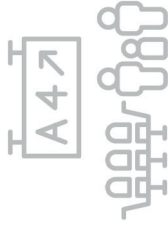
What does this mean?

- **How busy is ANC today?**
ANC was the world's 3rd busiest cargo airport in 2022 at 3.6 million tonnes
- **Who is the busiest?**
Hong Kong – 1st globally at 4.2 million tonnes
Memphis – 2nd globally at 4.1 million tonnes
- **Who are ANC's peer airports (in 2022)?**
ANC does not have a cargo peer – ANC is a unique cargo facility with significant landed weight but relatively limited cargo handling and processing.



General Aviation

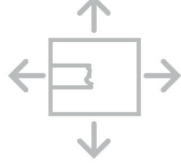
Anticipated Growth



ANC MASTER PLAN

General Aviation

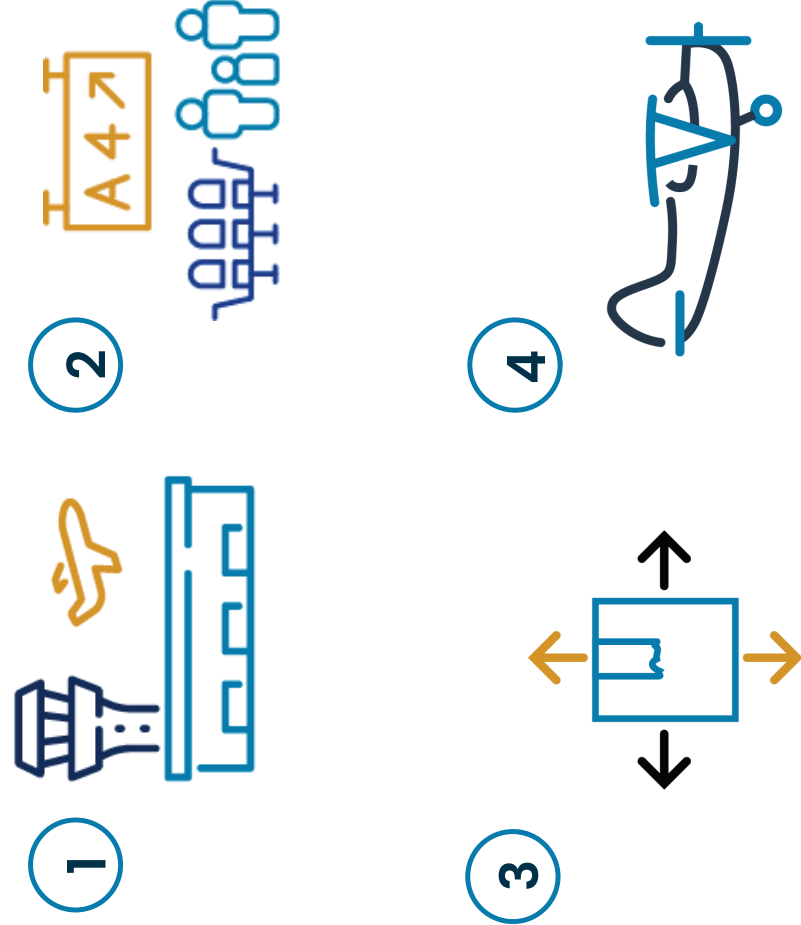
- **General Aviation Operations**
Includes business jets and other small aircraft
GA is about 13% of all ANC operations
Lake Hood activity is not included in the forecast
- **Drivers of General Aviation Growth:**
Local, state, and national economic forecasts
- **Anticipated Rate of Growth**
1.0% per year over the 20-year planning period
ANC GA activity will grow slightly and follow U.S. trends
GA operations are expected to decrease to about 11% of operations in 2042.



Forecast Summary

ANC MASTER PLAN

Forecast Summary



WELCOME TO THE ANC MASTER PLAN!

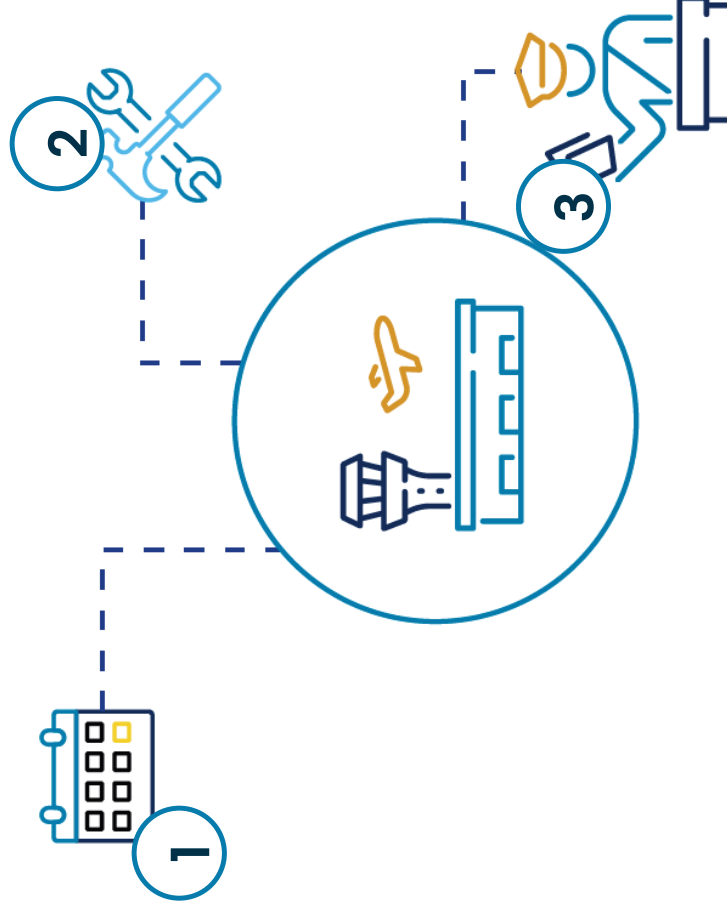
- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
 - **Facility Requirements**
- Next Steps / Meetings



Facility Requirements

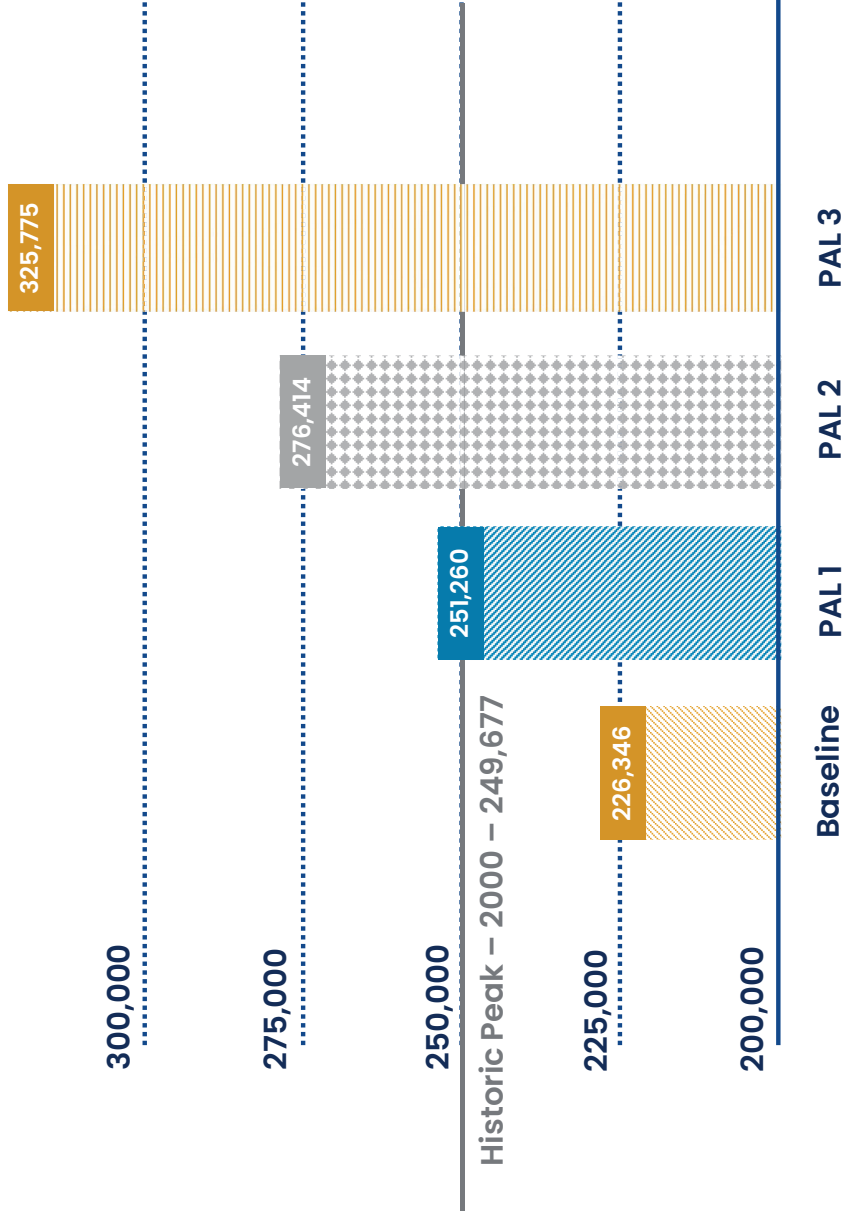
ANC MASTER PLAN

Facility Requirements



- 1. Projections of future facility needs**
 - What facility improvements are needed for ANC to accommodate forecast growth
- 2. How Are Facility Requirements Derived?**
 - Analysis based on projected growth in operations, passengers, cargo, and general aviation
 - Input from airport staff, tenants, and FAA
 - Input from airline personnel and operators
 - Facility observations by the technical team
 - Consultant analysis based on experience at similar airports
- 3. Projects when improvements are needed**
 - Need for future facilities are tied to Planning Activity Levels, not years

ANC MASTER PLAN
PALs – Operations

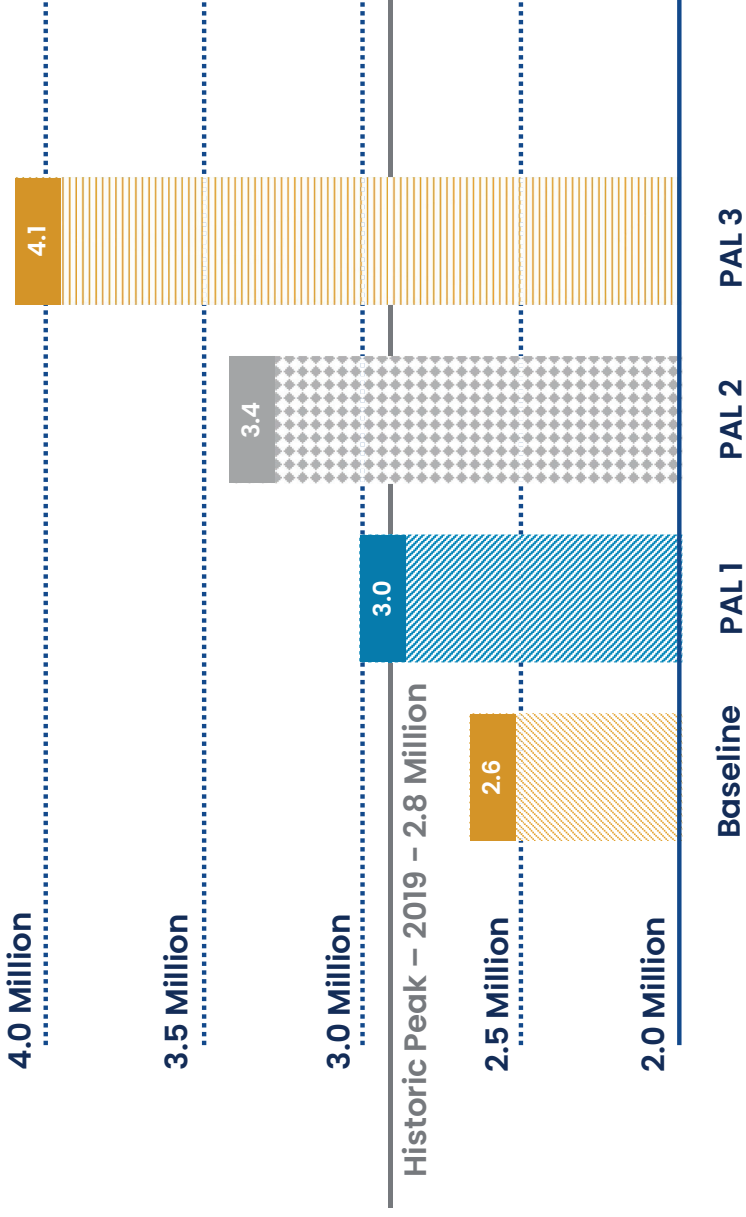


**Future Aviation
Activity**

- Annual Operations
1.8% Average Annual
Growth Rate



PALs – Enplaned Passengers

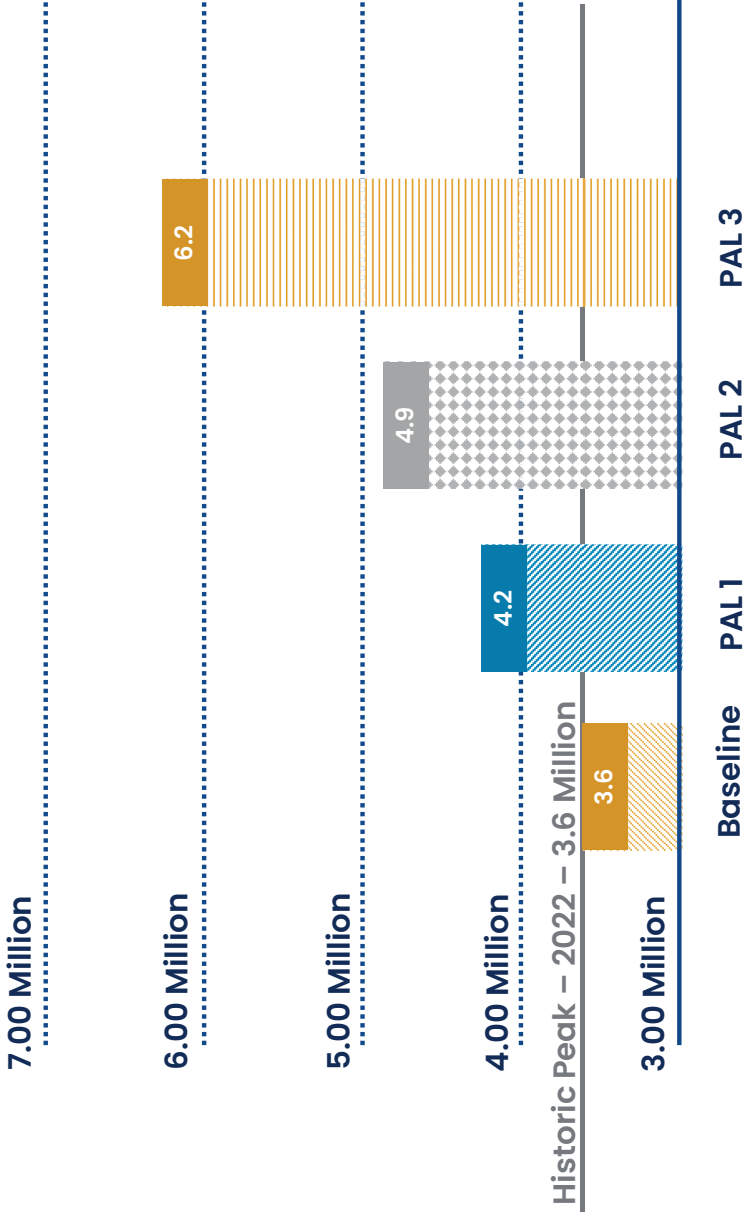


Future Aviation Activity

- Annual Enplaned Passengers 2.3% Average Annual Growth Rate



PALs – Cargo Tonnes



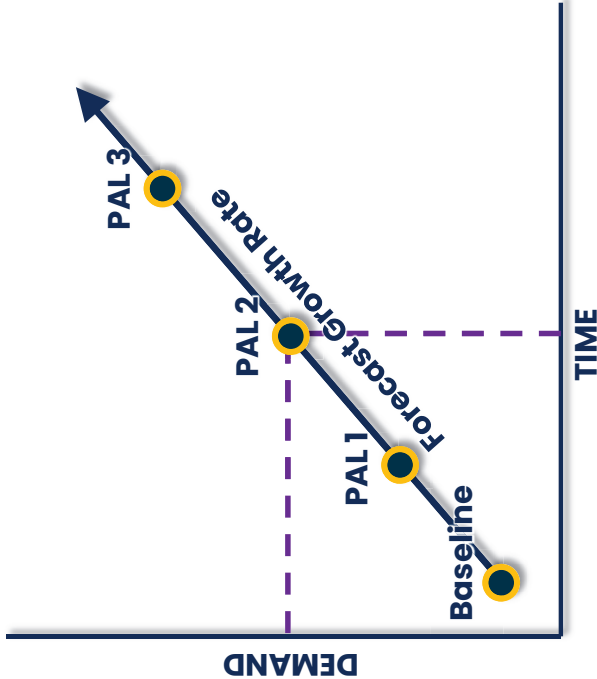
Future Aviation Activity

- Annual Cargo Tonnes 2.8% Average Annual Growth Rate

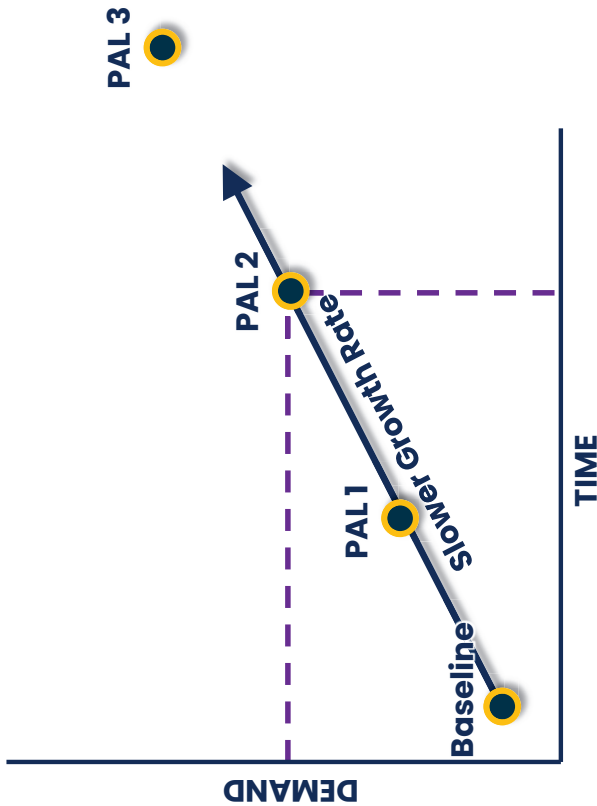


Planning Activity Levels (PALs)

Forecast Growth



Slower Growth





DRAFT

Airfield Facility Requirements

Legend

Airport Boundary





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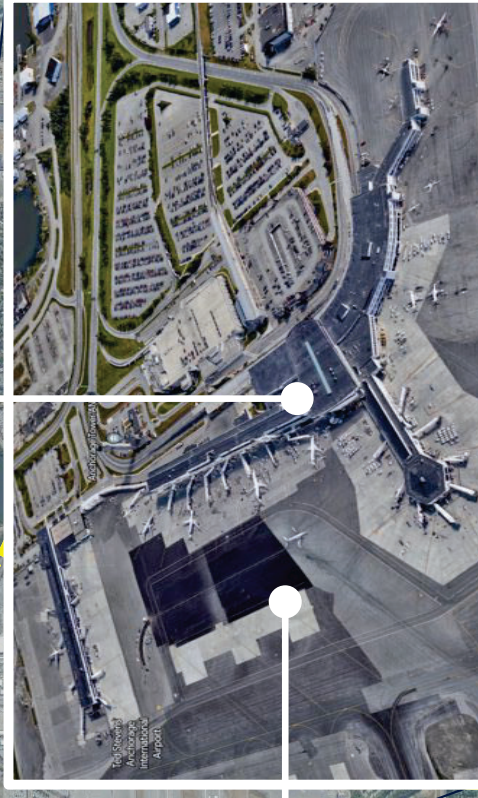
Terminal Facility Requirements

South Terminal Building

- Near-term capacity enhancement required for airline **ticketing, security screening checkpoint, and baggage make-up**
- Capacity enhancement required for **baggage screening** in long-term

Apron

- Passenger growth will require **new gates** at the South Terminal or increased use of the North Terminal
- Additional **commuter capacity** needed





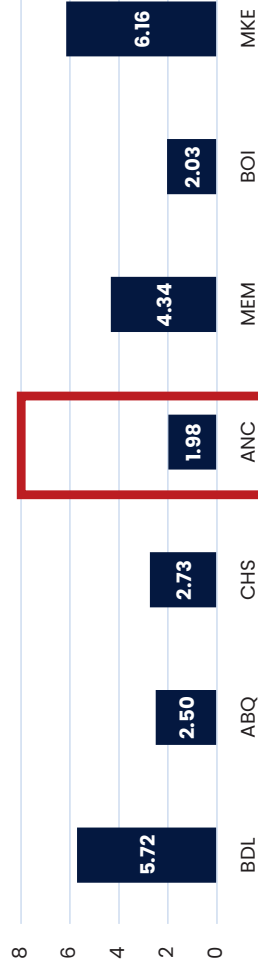
DRAFT

Landside Facility Requirements

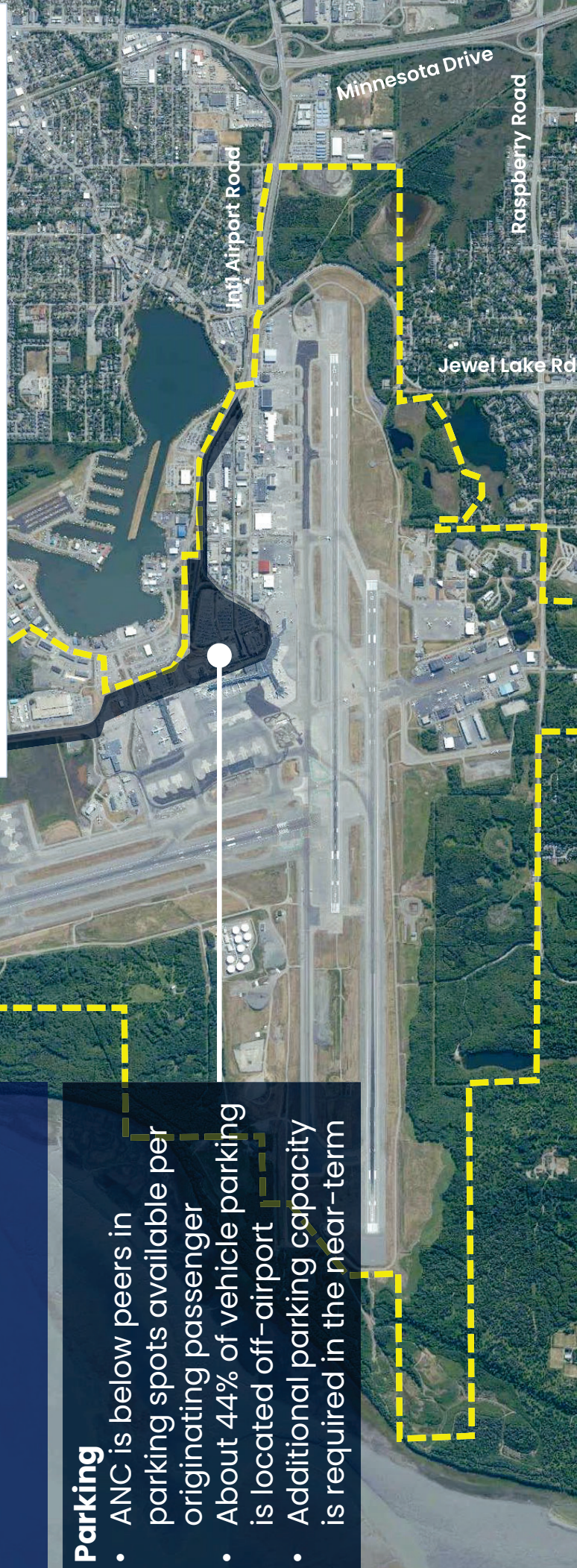
Parking

- ANC is below peers in parking spots available per originating passenger
- About 44% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term

Parking Spots per 1,000 Originating Passengers



■ Parking Spots per 1,000 Passengers (includes off-airport parking)





DRAFT

Support Facility Requirements

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional **cargo building space** required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional **building & landside capacity** may be required in near-term
- Additional **apron area** may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undersized; **expand or relocate** in near-term
- Police training facility **relocation** required in near-term
- Auxiliary ARFF station undersized



Facility Requirements

ANC MASTER PLAN

Facility Requirements Summary

- Airside**

Modest taxiway and runway improvements are required to meet FAA airfield design standards.

- Terminal**

Expand the South Terminal or increase use of the North Terminal to meet future demand for passenger flights and add gates.

- Landside**

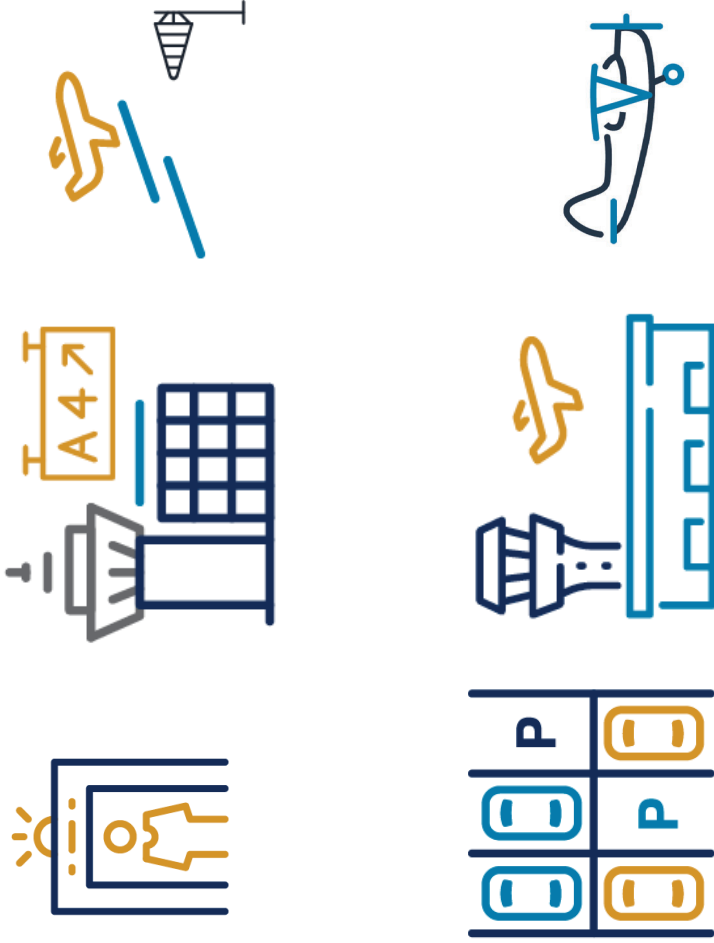
Airport parking supply does not meet demand and should be increased to provide more on-airport parking.

- Cargo handling**

Additional warehousing and cargo processing infrastructure is anticipated. Cargo plane parking currently in development will meet projected demand.

- Support Facilities**

Aircraft Rescue and Fire Fighting (ARFF) expansion and modernization will be required.



WELCOME TO THE ANC MASTER PLAN!

- What is an Airport Master Plan
- Master Plan Process and Schedule Overview
- Goals and Objectives Update
- Forecast of Aviation Activity
- Facility Requirements

– **Next Steps / Meetings**



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Meeting No. 3: December 2023 / Alternatives for Development Consideration

ANG

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

ANG

Attachment B

Meeting Materials

Posters

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Today's Agenda

- 5:30 PM Public Meeting Begins
- 5:45 PM Presentation
- 7:30 PM Public Meeting Ends

Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport.

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at (907) 931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

SEPTEMBER 2023



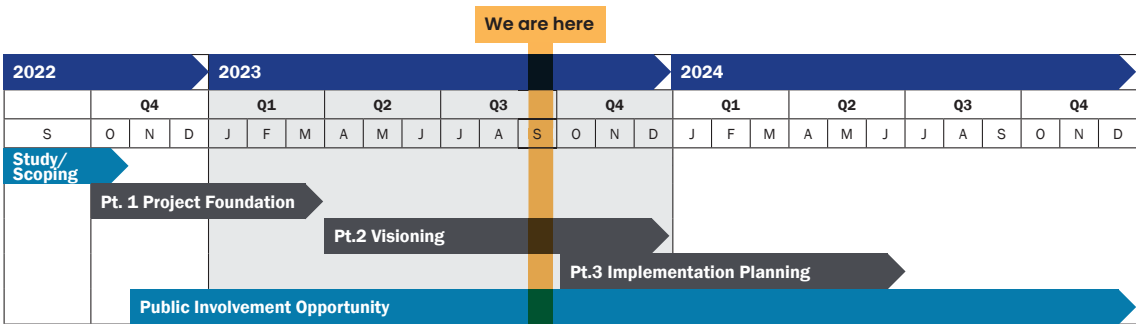
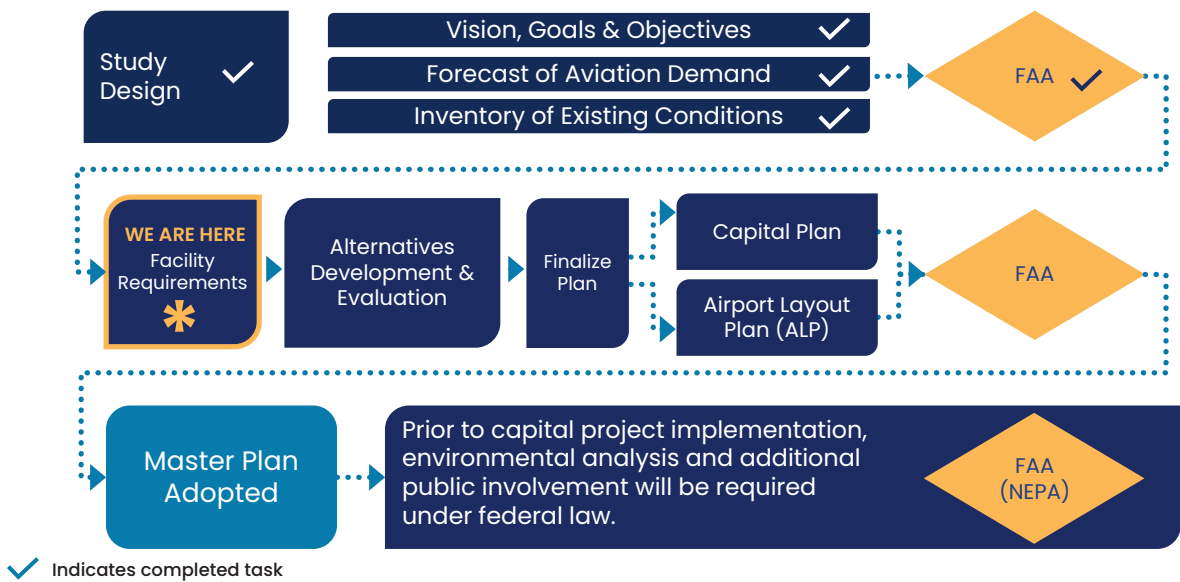
ANC MASTER PLAN

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand.”

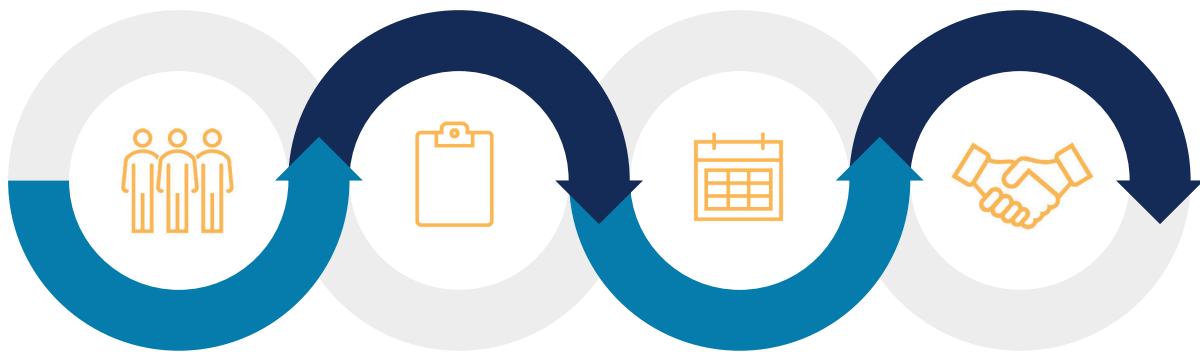
– *FAA Advisory Circular 5070-6B, Airport Master Plans*

MASTER PLAN PROCESS OVERVIEW & SCHEDULE



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

PUBLIC & STAKEHOLDER INVOLVEMENT PLAN OVERVIEW



COMMENT TRACKING

Gathering feedback and responding broadly

EMAIL LIST

Sign-up to receive updates on project progress

PUBLIC OPEN HOUSES

Regular updates on master plan progress

PROJECT WEBSITE

Project information sharing online

AIRLINE ADVISORY COMMITTEE

Airline participation and advisement

WORKING GROUP

Tenants, community councils, and other organizations

SOCIAL MEDIA

Follow the airport on social media for project updates

TRIBAL OUTREACH

We will invite engagement by leadership of local Tribes



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met.

COMMENT HIGHLIGHTS TO DATE



THINGS TO CONSIDER

- Noise
- Smell
- Air quality
- Nearby neighbors
- Accommodate freight growth
- Flight path management
- Transportation options to/from airport
- Improved IT solutions to track carbon emissions
- Development close to residential areas, schools, and parks
- Need for additional runway capacity either at ANC or another location

IDEAS

- On-site hotel
- Quiet hours at the airport
- Mini movie theatre similar to Portland's Airport
- Rail connection
- Cargo airport on Fire Island (or new airport elsewhere)
- Roundabout at Sand Lake Road & Raspberry

IN SUPPORT OF

- Refrigeration building
- Updating master plan in general
- Growth/expansion (facility improvements)
- Bringing in more airlines
- Improve NAVAIDs & Air Traffic sequencing to use existing runways

COMMENT HIGHLIGHTS TO DATE



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FACILITY REQUIREMENTS

ANC



PROJECTIONS OF FUTURE FACILITY NEEDS

- What facility improvements are needed for ANC to accommodate forecast growth

PROJECTS WHEN IMPROVEMENTS ARE NEEDED

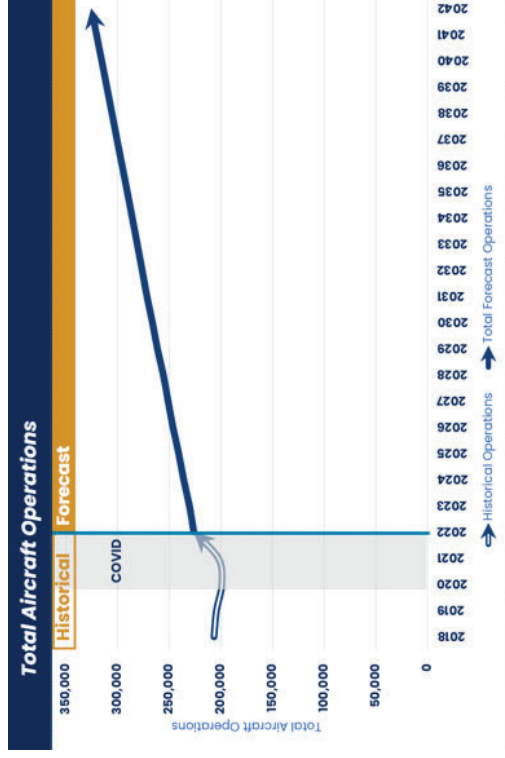
- Needs for future facilities are tied to Planning Activity Levels, not years

HOW ARE FACILITY REQUIREMENTS DERIVED?

- Analysis based on projected growth in passengers, operations, cargo, and general aviation
- Input from airport staff, tenants, and FAA
- Input from airline personnel and operators
- Facility observations by the technical team
- Consultant analysis based on experience at similar airports

FORECAST: OPERATIONS & PASSENGER ACTIVITY

Operations



- Forecast of Operations**

One plane landing or taking off is an operation

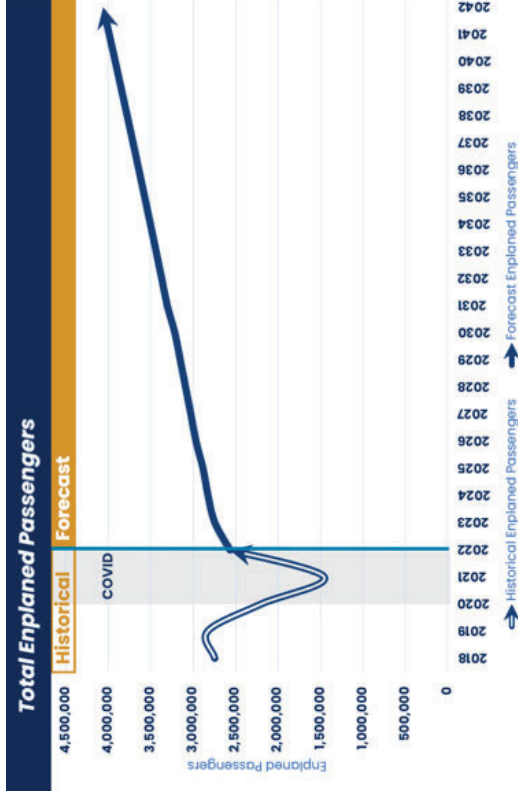
- Drivers of Operations Growth**

International trade and economics (cargo)
Changes in aircraft types (airplane size)
Changes in airplane use (load factors)

- Anticipated Rate of Growth**

1.8% per year over the 20-year planning period
226,346 operations in 2022
276,414 operations in 2032
325,775 operations in 2042

Passenger Activity



- Forecast of Enplanements**

One person boarding a plane at ANC is a passenger enplanement

- Drivers of Passenger Growth**

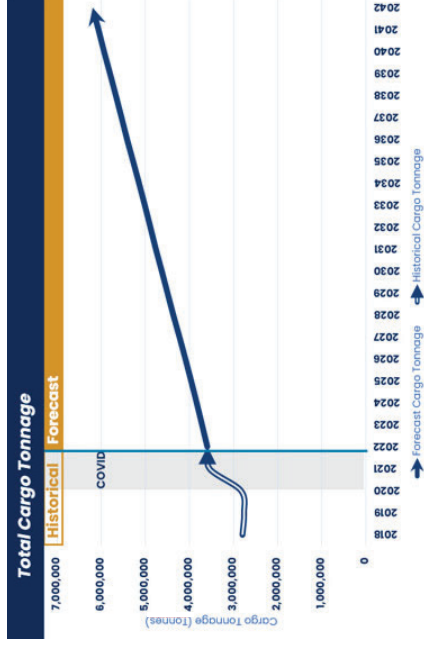
Alaska population and job growth
U.S. tourism demand for Alaska
International tourism demand for Alaska

- Anticipated Rate of Growth**

2.3% per year over the 20-year planning period
2.56 million enplanements in 2022
3.37 million enplanements in 2032
4.06 million enplanements in 2042

FORECAST: CARGO & GENERAL AVIATION

Cargo



- Forecast of Air Cargo (Tonnes)**

The forecast considers cargo that is moving to and from Alaska and within Alaska International cargo moves between Asia and the Americas but transits through ANC

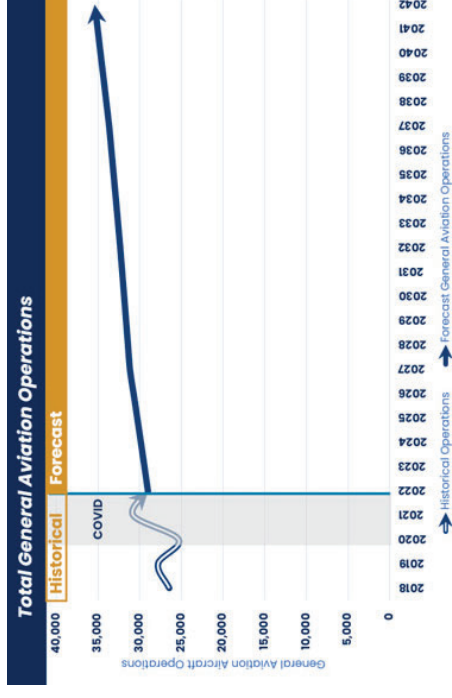
- Drivers of Cargo Growth**

Alaska's economy and international economics
 Alaska has a high demand for air cargo
 ANC is a key stop for Asia-America air cargo trade
 Cargo growth at ANC is primarily driven by global economic forces, not local or state economics

- Anticipated Rate of Growth**

2.8% per year over the 20-year planning period
 3.59 million tons in 2022
 4.88 million tons in 2032
 6.18 million tons in 2042

General Aviation



- General Aviation Operations**

Includes small aircraft and business aviation
 GA makes about 13% of all ANC operations
 Lake Hood activity is not included in the forecast

- Drivers of General Aviation Growth**

Local, state, and national economic forecasts

- Anticipated Rate of Growth**

1.0% per year over the 20-year planning period
 29,000 operations in 2022
 32,000 operations in 2032
 35,000 operations in 2042
 GA operations account for about 13% of all operations at ANC today and are expected to decrease to about 11% of operations in 2042.



DRAFT

Airfield Facility Requirements

Legend

Airport Boundary



15



Angled Crossfield Taxiway Geometry Does Not Meet Current FAA Standards



Runway 25L Blast Pad Does Not Meet Current FAA Standards (length)

7R

7L

33

25L

25R

Taxiway Z Development Impacts

- VOR Navigational Aid
- Runway 15 Localizer
- Police Training Facility

Based on FAA Airport Design Standards, all aircraft are adequately served by existing runway lengths. Some minor improvements suggested to meet current FAA standards include increasing length of Runway 25L's blast pad and improving the angle of the Crossfield Taxiways. Taxiway Z extension is scheduled for phased construction from 2023-2029, which will require some other facilities to be relocated.



DRAFT

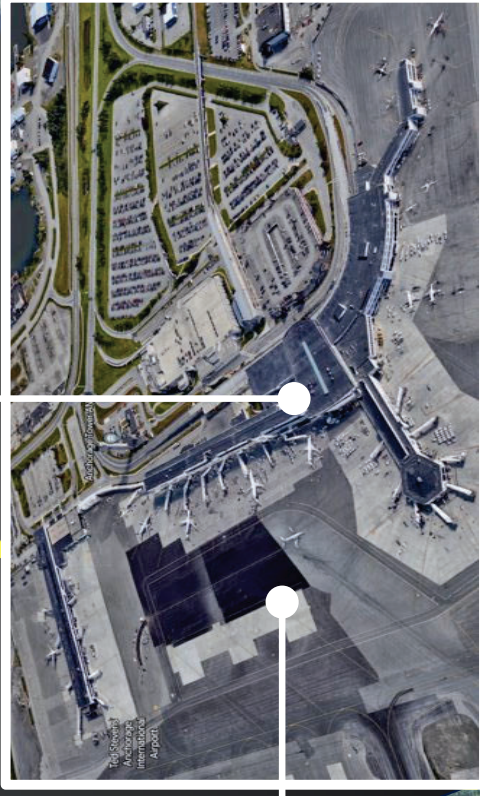
Terminal Facility Requirements

South Terminal Building

- Near-term capacity enhancement required for airline **ticketing, security screening checkpoint, and baggage** make-up
- Capacity enhancement required for **baggage screening** in long-term

Apron

- Passenger growth will require **new gates** at the South Terminal or increased use of the North Terminal
- Additional **commuter capacity** needed



Passenger growth will require both gate expansions in the South Terminal as well as enhanced capacity for airline ticketing, security screening checkpoints, and baggage.



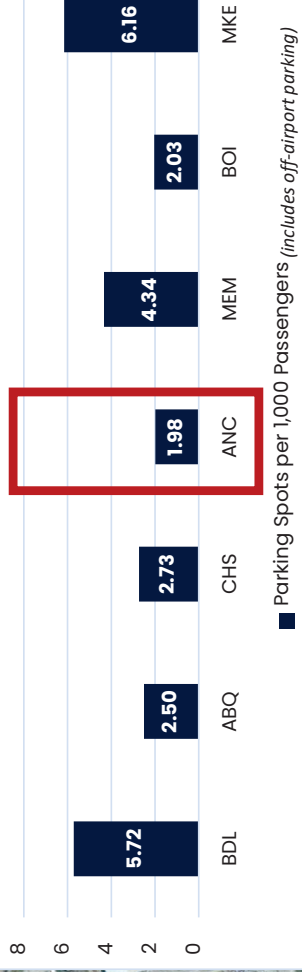
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Landside Facility Requirements

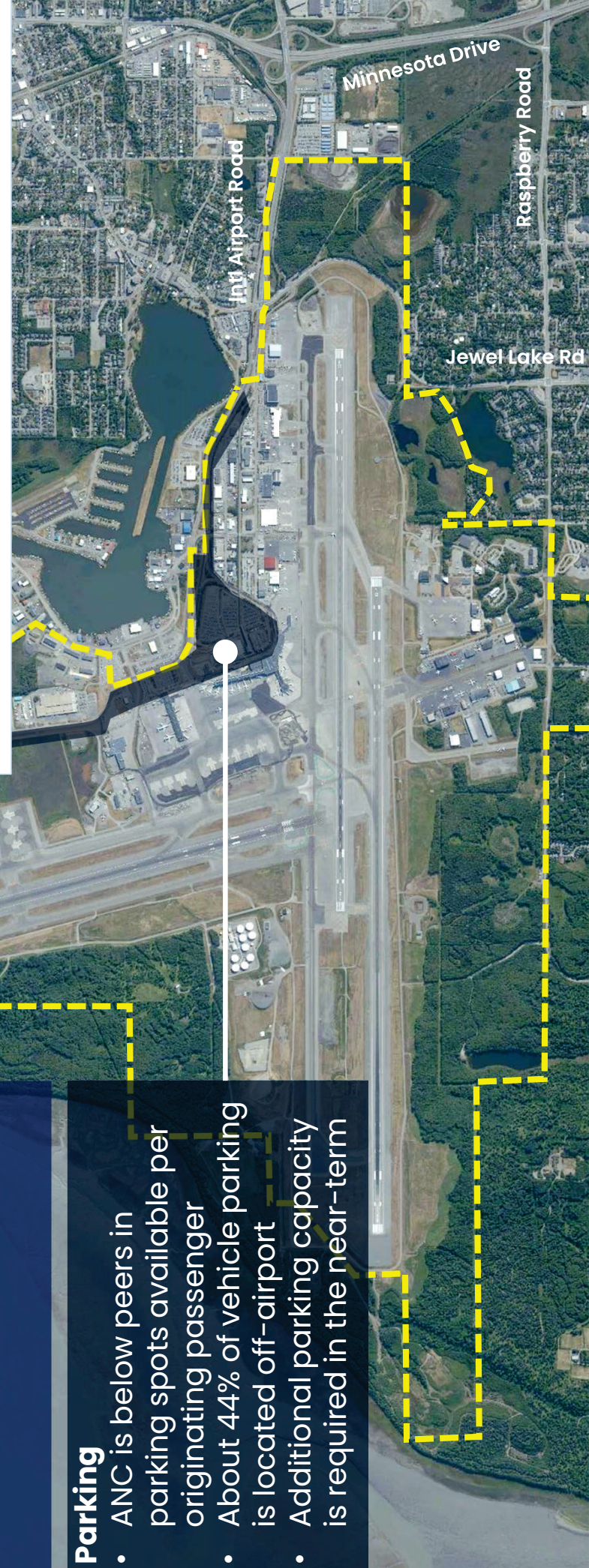
Parking

- ANC is below peers in parking spots available per originating passenger
- About 44% of vehicle parking is located off-airport
- Additional parking capacity is required in the near-term

Parking Spots per 1,000 Originating Passengers



■ Parking Spots per 1,000 Passengers (includes off-airport parking)



Parking for both employees and passengers do not adequately serve the needs of the airport. In comparison to similar airports, Anchorage is below peers in passenger to parking ratios.



DRAFT

Support Facility Requirements

Air Cargo Buildings

- Cargo processing buildings are congested
- Additional **cargo building space** required in near-term

Air Cargo Parking

- Planned cargo parking will meet cargo aircraft parking demand

General Aviation

- Additional **building & landside capacity** may be required in near-term
- Additional **apron area** may be required in mid-term

Aircraft Rescue and Fire Fighting (ARFF) & Police Facilities

- Main station undersized; **expand or relocate** in near-term
- Police training facility **relocation** required in near-term
- Auxiliary ARFF station undersized



High growth has continued to increase the need for building and landside capacity in the near-term. Additional space is required for support facilities to accommodate demand.



ANC MASTER PLAN

COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

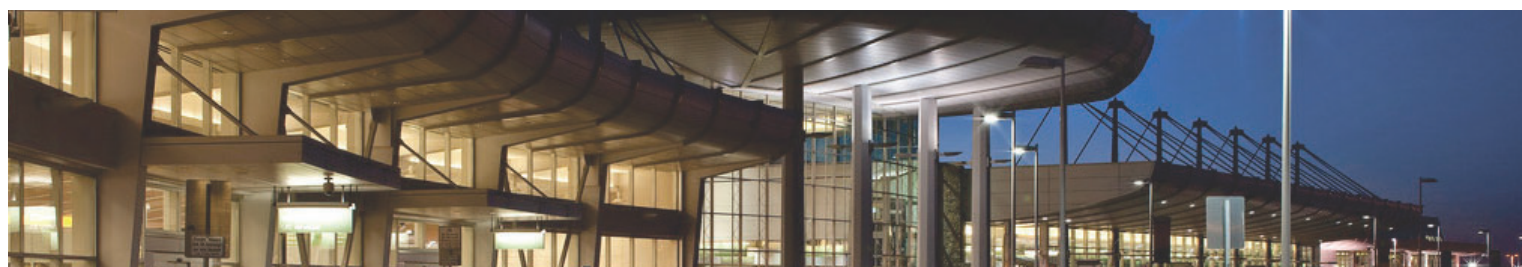
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

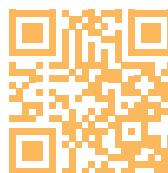
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

Evan Pfahler
Project Manager
RS&H, Inc.
(310) 692-2052 | info@ancmpu.com

Katherine Wood
Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.



Contact

Evan Pfahler, Project Manager
RS&H, Inc.
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Katherine Wood, Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Public Involvement Program (PIP)

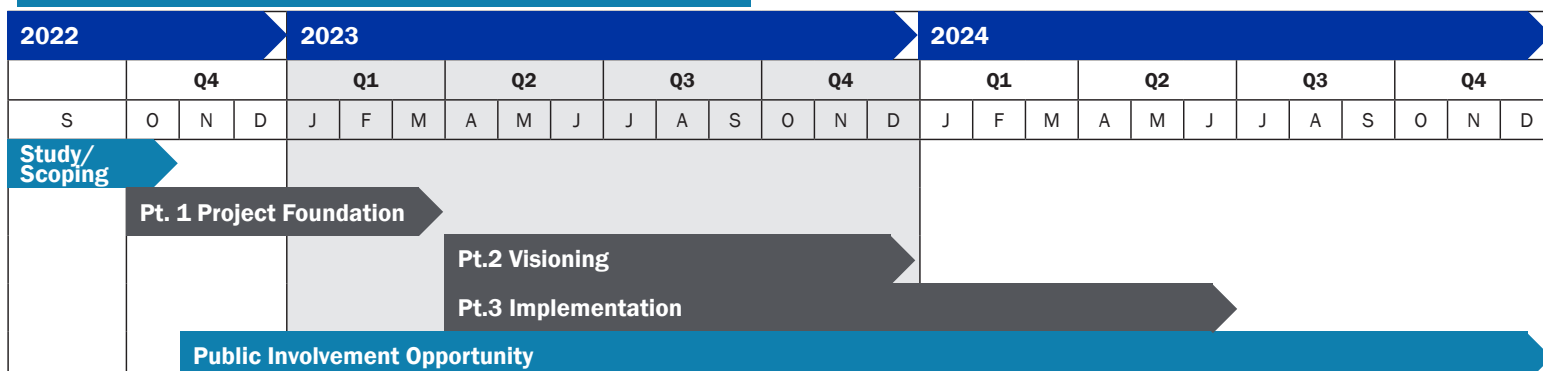
In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.

Schedule

The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.





Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Questions? Comments? Contact Us

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Eblast 1: Email Announcement

Eblast 2: Email One-Week Reminder

Eblast 3: Email Today Reminder

[View this email in your browser](#)

Anchorage Airport Master Plan Update Public Meeting Notice

Join Us!

The Master Plan will guide future airport development. You are invited to a public meeting to learn about the aviation forecast and facility requirements.



Public Meeting Details

Date & Time

Thursday, September 14, 2023
5:30 - 7:30 PM with a
presentation at 5:45 PM

Location

Coast Inn at Lake Hood
(McKinley Ballroom)
3450 Aviation Avenue
Anchorage, AK 99502



Can't make the meeting?

Visit us online from September 14 - 28 for a Online Public Meeting.
To learn more about the master planning process, a [Public Involvement Plan](#) is available on the website.



Questions or comments?

Katherine Wood, Public
Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

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please sign up for the emails
on our website: ancmpu.com

Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

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Katherine Wood, Public
Involvement Lead, HDR
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Anchorage Airport Master Plan Update Public Meeting Notice

JOIN US TOMORROW!

The Master Plan will guide future airport development. You are invited to a public meeting to learn about the aviation forecast and facility requirements.



Public Meeting Details

Date & Time

Thursday, September 14, 2023
5:30 - 7:30 PM with a
presentation at 5:45 PM

Location

Coast Inn at Lake Hood
(McKinley Ballroom)
3450 Aviation Avenue
Anchorage, AK 99502



Can't make the meeting?

Visit us online from September 14 - 28 for a Online Public Meeting.
To learn more about the master planning process, a [Public Involvement Plan](#) is available on the website.



Questions or comments?

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Dimond junior Eleasha Sapon gets a dig during the Lynx's 3-1 home victory on Tuesday.

Photos by BILL ROTH / ADN

HIGH SCHOOL VOLLEYBALL

After sluggish start, Dimond defeats Chugiak in 4 sets to begin title defense

The Lynx overcome inconsistency in the opening two sets to take down the Mustangs in their regular-season opener.

Josh Reed
Anchorage Daily News

Even though it has a relatively new roster compared to the one that captured the Division I state title last year, the 2023 Dimond volleyball team battled back and took control in its season-opening win over Chugiak on Tuesday night like a group that had been playing together for a while.

The Lynx split the first two sets with the formidable Mustangs, rallying in the first and coming up just short in the second but then never trailed once in the third or fourth or fifth.

"We're all very new as a team together, so getting that connection to push each other to pursue what our potential is really helpful," Dimond senior hitter Brooklyn Williams said. "Just being there for everyone is such an important quality. Team chemistry is what is really valuable, and that's what I appreciate about this team this year. We're all new with each other but we're also close already."

The 3-1 (25-23, 24-26, 25-22, 25-20) win for Dimond was the second time the two teams had matched up in a matter of days. Dimond took a 25-21 win over the weekend as well.

"We knew it was gonna be a battle because we saw them this (past) weekend at the (Chugiak Invite) tournament," Dimond coach Kim Lauwers said. "I think we match up very well. We respect them a lot so it was great to get the win at home."

Williams is one of the few returners from last year's team and had the game-winning



Dimond senior Alivia McKenna tosses a ball into crowd prior to the Lynx defeating the Chugiak Mustang 3-1 at home on Tuesday.

kill to end the fourth set. She led the Lynx with 13 kills.

"That was awesome," she said. "I was really scared because there was a lot of noise ... and they were catching back up and I just went for it. It felt really good in the end."

The Lynx nearly trailed by double figures in the first set but were able to claw their way back from the brink to win it 25-23.

"We just had to kind of focus on our side of the net and not worry about the score and try to correct some mistakes," Lauwers said. "Chugiak is a very, very good team, and when that was happening, we just had to kind of work on our unforced errors."

The second set began as a back-and-forth affair. Chugiak led by as many as five at one point before Dimond tried to pull off yet another rally. The Lynx came very close to winning a second straight set and even tied it 24-24 before the Mustangs pulled ahead for the last time to win 26-24.

"Keeping our heads up and just realizing we're not done yet, and we still have more sets to go is really what helped us push through," Williams said.

The Lynx were able to make some offensive adjustments that led to them being able

See DIMOND, A11

MLB

White Sox snap Mariners' win streak

Ryan Divish
The Seattle Times

CHICAGO — With uniforms heavy and soaked from the sweat pouring out of their bodies, a product of the sunny and sweltering sauna they were playing in on Wednesday afternoon, it would've been easy for thoughts of postgame air conditioning and an upcoming night at home to stifle the motivation to grind out one more inning of at-bats.

Realistically, the road trip was already a success. And baseball doesn't let you win every game.

Not this team. Not these players.

Down two runs going into the bottom of the ninth and having done little offensively in the afternoon heat that reached 99 degrees with a heat index that made it feel like 110, the Mariners wouldn't surrender to the conditions or the broken team that was beating them.

Instead, Seattle scored three runs in the top of the ninth to grab their first lead of the game.

But reliever Andres Munoz couldn't close out the win, giving up a run in the bottom of the ninth.

In extra innings, the Mariners failed to score in the top of the 10th and lost the game with an uncharacteristic mistake by J.P.

See MARINERS, A11

US OPEN 2023

Alcaraz, Djokovic symbolize transition

Howard Fendrich
Associated Press

Based on the reactions on social media, it seems everyone in the world of tennis was riveted by Novak Djokovic's victory over Carlos Alcaraz in the final of the last tournament for both ahead of the U.S. Open.

It was a titanic, 3½-hour-plus showdown between the two titans of the men's game at the moment — the third time they've played each other in Djokovic's past three events, each on a different surface — and set the stage for what will be an expected meeting to determine the champion at Flushing Meadows, where play begins Monday and finishes on Sept. 10.

Last weekend's contest at the hard-court Cincinnati Masters, in which Djokovic, who is 36, saved a championship point in the second set and Alcaraz, who is 20, saved four in the third before succumbing 5-7, 7-6 (7), 7-6 (4), also served to symbolize the state of change the sport currently finds itself in, a year removed from Serena Williams' farewell match in New York and Roger Federer's retirement announcement soon thereafter.

Alcaraz is The Next Big Thing,

See US OPEN, A11

NFL

Jake Bobo hoping to become latest undrafted rookie to make Seahawks roster

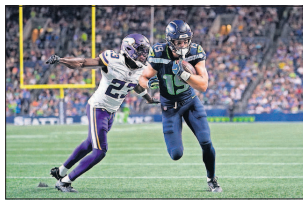
Shane Lantz
Associated Press

RENTON, Wash. — Jake Bobo came into training camp with something to prove.

Now, a spot on the Seattle Seahawks 53-man roster seems to be within his grasp.

Bobo felt "disappointed" and "disrespected" after not being picked in the 2023 NFL draft. Despite a strong showing in his one season at UCLA, Bobo's draft stock plummeted after he ran a jackluster 4.99 in the 40-yard dash at the Bruins pro day.

Just a few months later, Bobo is on the cusp of making the Seahawks roster as an undrafted free agent after an impressive pre-season. His teammates and many Seahawks fans are rooting for Bobo to make the squad. He even has his



Seattle Seahawks wide receiver Jake Bobo, right, runs for a touchdown against Minnesota Vikings cornerback Andrew Booth Jr. during the second half of an NFL preseason football game in Seattle on Aug. 10.

own hashtag — #moreBobo — on social media.

"It means a ton," Bobo said. "I'm not sure what I've done to kind of garner that kind of support, but it's much appreciated for sure. It definitely drives me to continue to get better ...

and make a push to try to make the squad."

If he does survive final cuts, Bobo will be the latest in a line of undrafted free agents to make the roster during Pete Carroll's tenure, including the likes of Doug Baldwin, Jermaine

Kearse, and Poona Ford.

"I think before coming up here, I didn't really grasp (with) this organization how they view undrafted guys," Bobo said. "Obviously, I've come to feel that a little bit. Just being able to kind of be talked about in the same breath as those guys I'm honored. But at the end of the day we've got work to do."

Bobo spent his first four college seasons at Duke where he was a two-time All-ACC selection. He transferred to UCLA for his final year and had 57 catches for 817 yards and seven TDs.

While he may not be the fastest receiver on the field, Bobo has shown an ability to get open and use his 6-foot-4 frame to get in position to make plays. Bobo

See SEAHAWKS, A11

ANC Anchorage Airport Master Plan Update Public Meeting #2 Notice

Please join us at a public meeting to learn more about the aviation forecast and facility requirements.

Join us!

Meeting Details Date & Time: Thursday September 14, 2023 5:00 to 7:30 PM Presentation at 5:45 PM

Location: Coast Inn at Lake Hood (McKinley Ballroom) 3450 Aviation Avenue Anchorage, AK 99502

Online Public Meeting Can't make the meeting? Visit us online from September 14-28 for an Online Public Meeting at ancmpuonline.com

To learn more about the master planning process, a Public Involvement Plan is available on the website.

To receive future updates, please sign up for email on our website at ancmpu.com

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FROM PAGE A7

REWIND

In other prep volleyball action, South swept reigning 2022 state runner-up West on Friday in three sets. The Wolverines were led in kills by Paige Miller and Patri Ferran, who tied with 10 each. Ryle Widener and Heida Young each had 12 digs. Other team leaders were Kiara Iloilo (13 assists) and Lily Ryu (five blocks).

The annual Palmer Invite, one of the biggest cross-country meets of the season, took place out in the Mat-Su Valley on Saturday. The top 10 in the girls division surprisingly wasn't dominated by defending champion Chugiak. While the Mustangs still had the most top finishers and even occupied the top two spots just out of the top 10, first place was claimed by Morgan Ainsworth (19:41:36) of Colony. Coming in second and third were Tania Boonstra (19:44:27) of Soldotna, who finished second in state last year, followed by Hannah Shahra (19:44:90) of Chugiak.

On the boys side, a pair of Grace Christian Grizzlies claimed two of the top three spots with Robbie Annett (16:18:24) finishing first and Simon Nelson (16:54:50) coming in third. Fischer Adams (16:22:51) of Palmer was wedged in between in second place.

The South girls swimming team narrowly beat a resurgent Eagle River squad with an overall team score of 83-79 on Friday, thanks in larger part to their impressive depth. The Wolverines had a pair of top-three finishers in either relay team or individual races in six events. They swept the podium in the girls 50-yd freestyle with Elizabeth Bingham (25:82) claiming first followed by Megan

McLaughlin (26:75) and Stella Baldessari (27:42). "Our team is strong," South coach Kenny Fox said prior to the meet last week. "We've really tried to focus on what we can control and what we can't. We are definitely strong as a group and we want to get stronger together."

In college sports news, the UAA volleyball team headed up to Fairbanks to take part in the Nanook Classic and came up short in all three matches it played over the two-day span. The Seawolves went the distance with Lander on Friday but fell in five sets. On Saturday, they won their first set against Stanislaus State but then proceeded to drop the next three, and later that day they were swept in three sets by Biola.

While the volleyball team wasn't having much success competing further up north in the Last Frontier, the UAA men's cross-country team did as the Seawolves swept the podium by having the top three finishers at the Nanook Forest Clash on Saturday. John Peckham earned his first career win and George Payne and Zachary Koehler completed the podium sweep. Peckham came in first by covering the 8K course in a time of 25:53, followed by Payne with a mark of 26:28, and Koehler who finished in 26:29.

The Anchorage Wolverines took the ice for the first of the 2023 NAHL regular season this past Saturday and are off to a 1-0 start after defeating the Minnesota Wilderness 5-1 at the St. Luke's Sports and Event Center in Proctor, Minnesota. The team had five different players record a goal with Finnish forward Oliver Salo scoring the first in the first minute of the game and Japanese forward Taisetsu Ushio scoring

the game winner because of how strong their defense was overall in their season opener.

ALASKA STARTS SHINING OUTSIDE All three of the NFL teams that feature Alaska-born players were victorious in their regular-season openers. Palmer's Malessa Aumave-Laulu was a healthy scratch for the Baltimore Ravens' 29-9 win over the Houston Texans and Anchorage's Tyree Brown recorded a tackle and saw 32 total defensive snaps in the Las Vegas Raiders' 17-16 win over the Denver Broncos. Anchorage's Brandon Pili played

nine total defensive snaps in the most exciting game of the day in which the Miami Dolphins beat the Los Angeles Chargers 36-34. Fairbanks' Ruffy Hebard came off the bench and recorded a season-high 10 points in 12 minutes of action as she helped the Chicago Sky clinch a decisive 92-87 victory over the Minnesota Lynx on Friday. It marked the most points she has scored in a game since June 19, 2021, when she dropped 13 points in a 91-81 win over the Connecticut Suns. Hebard finished Friday's game 4-of-5 from the field and recorded three defensive rebounds and a blocked shot.

LAST WEEK'S RESULTS

Baseball Friday Palmer 48, West 20 South 18, Chugiak 18 Soldotna 10, Anchorage 10 Juneau 35, Aurora 48 Saturday Nikolai 30, Soldotna 12 West 20, Colony 14 Service 24, Chugiak 14 Lathrop 41, Eagle River 24 Barrow 40, Chugiak 14 NFL/NAHL Week 1 Baseball 2. East 4, West 4 3. Eagle River 4, Chugiak 5 4. Service 3, West 3 5. Lathrop 3, West 4 6. Barrow 3, Kodiak 4 7. Soldotna 4, Nikolai 4 Football Dimond 49, Eagle River 0 South 14, West 6 Service 25, Chugiak 20 Barrett 1, East 6 Saturday South 25, Chugiak 20 Service 25, Chugiak 20 East 12, Barrett 6 Dimond 35, Eagle River 12 Eagle River 12, East 7 Baseball East 12, Dimond 7 West 19, 25-15, 19-25, 25-15 South 3, West 125-19, 25-19, 25-19 Chugiak 3, Barrett 6 Chugiak 3, Barrett 6 Friday Service 3, West 0 Dimond 1, Barrett 1 East 3, Eagle River 3 South 3, Chugiak 2 Baseball Palmer 48, West 20 South 18, Chugiak 18 Soldotna 10, Anchorage 10 Juneau 35, Aurora 48 Saturday Nikolai 30, Soldotna 12 West 20, Colony 14 Service 24, Chugiak 14 Lathrop 41, Eagle River 24 Barrow 40, Chugiak 14 NFL/NAHL Week 1 Baseball 2. East 4, West 4 3. Eagle River 4, Chugiak 5 4. Service 3, West 3 5. Lathrop 3, West 4 6. Barrow 3, Kodiak 4 7. Soldotna 4, Nikolai 4 Football Dimond 49, Eagle River 0 South 14, West 6 Service 25, Chugiak 20 Barrett 1, East 6 Saturday South 25, Chugiak 20 Service 25, Chugiak 20 East 12, Barrett 6 Dimond 35, Eagle River 12 Eagle River 12, East 7 Baseball East 12, Dimond 7 West 19, 25-15, 19-25, 25-15 South 3, West 125-19, 25-19, 25-19 Chugiak 3, Barrett 6 Chugiak 3, Barrett 6 Friday Service 3, West 0 Dimond 1, Barrett 1 East 3, Eagle River 3 South 3, Chugiak 2 Baseball Palmer 48, West 20 South 18, Chugiak 18 Soldotna 10, Anchorage 10 Juneau 35, Aurora 48 Saturday Nikolai 30, Soldotna 12 West 20, Colony 14 Service 24, Chugiak 14 Lathrop 41, Eagle River 24 Barrow 40, Chugiak 14 NFL/NAHL Week 1 Baseball 2. East 4, West 4 3. Eagle River 4, Chugiak 5 4. Service 3, West 3 5. Lathrop 3, West 4 6. Barrow 3, Kodiak 4 7. Soldotna 4, Nikolai 4 Football Dimond 49, Eagle River 0 South 14, West 6 Service 25, Chugiak 20 Barrett 1, East 6 Saturday South 25, Chugiak 20 Service 25, Chugiak 20 East 12, Barrett 6 Dimond 35, Eagle River 12 Eagle River 12, East 7 Baseball East 12, Dimond 7 West 19, 25-15, 19-25, 25-15 South 3, West 125-19, 25-19, 25-19 Chugiak 3, Barrett 6 Chugiak 3, Barrett 6 Friday Service 3, West 0 Dimond 1, Barrett 1 East 3, Eagle River 3 South 3, Chugiak 2 Baseball Palmer 48, West 20 South 18, Chugiak 18 Soldotna 10, Anchorage 10 Juneau 35, Aurora 48 Saturday Nikolai 30, Soldotna 12 West 20, Colony 14 Service 24, Chugiak 14 Lathrop 41, Eagle River 24 Barrow 40, Chugiak 14 NFL/NAHL Week 1 Baseball 2. East 4, West 4 3. Eagle River 4, Chugiak 5 4. Service 3, West 3 5. Lathrop 3, West 4 6. Barrow 3, Kodiak 4 7. 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ANCHORAGE DAILY NEWS

AFFIDAVIT OF PUBLICATION

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COST: \$2,490.00

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa

being first duly sworn on oath
deposes and says that she is
a representative of the
Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on

Print run dates: 8/24, 9/12 / 2023
Digital run dates: 9/4 - 9/17 / 2023

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed

Lisi Misa

Subscribed and sworn to before

me this 22nd day of September

2023

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES
7/14/2024

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

ANC

**ANCHORAGE AIRPORT
MASTER PLAN UPDATE
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
SEPTEMBER 14, 2023**

5:30PM - 7:30PM

→ **COAST INN AT LAKE HOOD**

3450 AVIATION AVENUE

ANCHORAGE, AK 99502

CLICK THE BANNER FOR DETAILS!

ANCMFV.COM

PRESENTATION

5:45PM

**MCKINLEY
BALLROOM**

JOIN US ONLINE

SEPT. 14 - 28

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THINGS TO DO BOARD:



**ANCHORAGE AIRPORT
MASTER PLAN UPDATE
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
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5:45PM
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BALLROOM**

**JOIN US ONLINE
SEPT. 14 - 28
ANCMPVONLINE.COM**



DETAILS AT ANCMPV.COM

SCAN ME



ANC

ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND ONLINE MEETING NOTICE

SEPTEMBER 14, 2023



5:30PM - 7:30PM
PRESENTATION @ 5:45

MEETING LOCATION
DETAILS

JOIN US AT:
COAST INN AT LAKE HOOD
(MCKINLEY BALLROOM)
3450 AVIATION AVENUE
ANCHORAGE, AK 99502

ONLINE MTG
CAN'T MAKE THE
MEETING?
JOIN US ONLINE!
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SEPT. 14 - 28

ANCMPVU.COM FOR MORE DETAILS!



**ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND ONLINE MEETING NOTICE**

SEPTEMBER 14, 2023

ANCHAPU.COM FOR MORE DETAILS!

THINGS TO DO:



ANCHORAGE AIRPORT
MASTER PLAN UPDATE

PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE

SEPTEMBER 14, 2023

5:30PM - 7:30PM
PRESENTATION @ 5:45

COAST INN AT LAKE HOOD
(MCKINLEY BALLROOM)
3450 AVIATION AVENUE
ANCHORAGE, AK 99502



CAN'T MAKE THE
MEETING?

JOIN US ONLINE!

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SEPT. 14 - 28

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Notice of Anchorage Airport Master Plan Update Public Meeting

Notice of Anchorage Airport Master Plan Update Public Meeting

The Anchorage Airport is hosting the second Master Plan Update Public Meeting on Thursday, September 14, 2023, from 5:30 to 7:30 PM at the Coast Inn at Lake Hood in the McKinley Ballroom. You are invited to learn about the aviation forecast and facility requirements.

Public Meeting

September 14, 2023

5:30 – 7:30 PM.

Presentation at 5:45 PM

Coast Inn at Lake Hood (McKinley Ballroom)

3450 Aviation Avenue

Anchorage, AK 99502

Can't make the meeting? Visit us online from September 14–28 for an Online Public Meeting at www.ancmpuonline.com. To learn more about the master planning process, a Public Involvement Plan is available on the website. To receive future updates, please sign up for emails on our website: www.ancmpu.com.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: (907) 644-2153

EMAIL: info@ancmpu.com

*Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of **Ted Stevens Anchorage International Airport**, should contact **Katherine Wood** at 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.*

Attachments, History, Details

Attachments

None

Revision History

Created 8/24/2023 3:21:51 PM by camcdowell

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage, Central Region, (ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	
Publish Date:	8/24/2023
Archive Date:	9/14/2023
Events/Deadlines:	



Ted Stevens Anchorage International Airport

August 28, 2023



We are holding our second public meeting to update you on progress on the new ANC Master Plan. Come be part of the process and have your voice heard in the future of YOUR airport! ✈️

TO DO:

ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE

THURSDAY, SEPTEMBER 14, 2023

DETAILS BELOW

Thu, Sep 14, 2023

ANC Master Plan Update

Anchorage, AK

23 people interested

☆ Interested

You and 2 others

3 comments

Like

Comment

Share

Most relevant



Comment as Pearl-Grace Pantaleone





Thursday, September 14, 2023 at 5:30 PM

ANC Master Plan Update

Coast Inn at Lake Hood

About

Discussion



Details

25 people responded

Event by Ted Stevens Anchorage International Airport

Coast Inn at Lake Hood

Public - Anyone on or off Facebook

Please join us at a Public Meeting to learn more about the aviation forecast and facility requirements.

Public Meeting

Thursday, September 14, 2023

5:30 to 7:30 PM

Presentation a... See more

Anchorage, Alaska

Meet Your Host

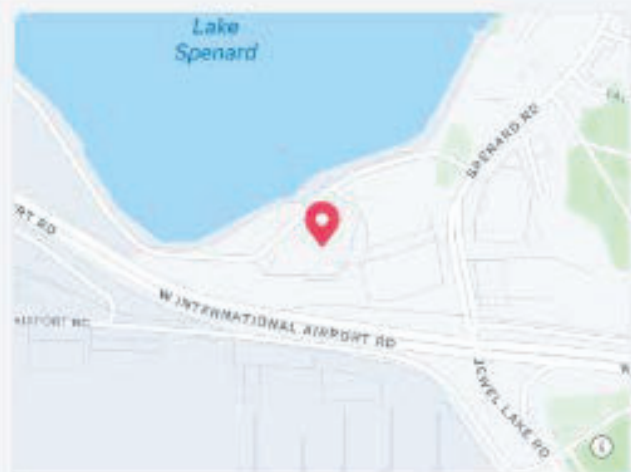


Ted Stevens Anchorage International Airport

43 past events · Page · Airport

Ted Stevens Anchorage International Airport is Alaska's largest commercial airport.

Message



Coast Inn at Lake Hood

3450 Aviation Ave, Anchorage, AK

Welcome to The Coast Inn at Lake Hood-An Anchorage Legend-Trip Advisor Travelers Choice Award 2023

Guests

See all

2
Went

23
Interested

Popular with friends



Sat, Sep 21 at 3PM AKDT

R-DAY 2024

5813 Airport Way S, Seattle, WA 98108-2713, United States

Josh is interested

Interested





Ted Stevens Anchorage International Airport

September 12, 2023

Just a reminder that our next public meeting for the new ANC Master Plan is coming up this Thursday!!

TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UP
PUBLIC MEETING #2 AND
ONLINE MEETING NOTICE
THURSDAY, SEPTEMBER 14, 2023**

DETAILS BELOW

Thu, Sep 14, 2023

ANC Master Plan Update

Anchorage

23 people interested

☆ Interested

7



Comment



Share



Comment as Pearl-Grace Pantaleone



From: [Pantaleone, Pearl-Grace](#)
To: [Pantaleone, Pearl-Grace](#)
Subject: RE: ANC Monthly Update - September 2023
Date: Wednesday, September 27, 2023 1:59:44 PM

From: Ted Stevens Anchorage International Airport <dotpf.announcement@service.govdelivery.com>
Sent: Wednesday, September 6, 2023 1:19 PM
To: Wood, Katherine <katherine.wood@hdrinc.com>
Subject: ANC Monthly Update - September 2023

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ANC South Terminal



Parking Limitations:

ANC would like to thank everyone for their ongoing patience with our South Terminal Parking Garage construction. We know, it feels like it is taking forever but there is an end in sight. Parking will continue to be limited until construction winds down in October. Travelers should allot extra time to either find parking on or off-site. Please obey all construction information signs around the airport and drive safely. Learn more about parking options and the construction project at: [ANC Parking Garage Partial Closure - Ted Stevens Anchorage International Airport \(ancairport.com\)](#)

Out for Public Notice:

The Federal Aviation Administration (FAA), Alaska Region, has issued a Final Environmental Assessment (Final EA) and Finding of No Significant Impact (FONSI)/Record of Decision (ROD) to construct new cargo infrastructure at Ted Stevens Anchorage International Airport (ANC). The FAA issued its Final EA and FONSI/ROD on August 16, 2023. For further information contact Kristi Ponozzo, FAA Environmental Protection Specialist, Alaska Region Airports Division, 222 West 7th Avenue, MS #14, Anchorage, AK 99513, 907-271-3665. The Final EA and FONSI/ROD are available for review at the following locations:

(1) Online: <https://dot.alaska.gov/anc/SouthAirparkCargo>.

(2) Hard copies are available to review in the Ted Stevens Anchorage International Airport Leasing office located at 5000 West International Airport Road, Leasing Staff Office, 3rd Floor, or FAA Alaska Region Airports Division, 222 West 7th Avenue, MS #14, Anchorage, AK 99513.

ANC Master Plan Public Meeting:

The Anchorage Airport is hosting a Master Plan Update Public Meeting on Thursday, September 14, 2023, from 5:30 to 7:30 PM at the Coast Inn at Lake Hood in the McKinley Ballroom. You are invited to learn about the aviation forecast and facility requirements. For those unable to make the meeting, there will be an Online Public Meeting from September 14–28 at www.ancmpuonline.com. To receive future project updates, please sign up for emails on our website: www.ancmpu.com

No RVs or Other Oversized Vehicles Under the South Terminal Loop Bridge:

A gentle reminder that any vehicle over 10'6" (RVs, sprinter vans, oversize vehicles, etc.) must use the commercial curb at the South Terminal. There is a sign with flashing lights to warn drivers of the height restriction before the entrance under the South Terminal Loop bridge. There is also a safe turnout to use to switch to the commercial pickup curb.

RV damage caused from hitting the underside of the bridge can be substantial, not to mention the cost of damage to ANC infrastructure. If you do not know how tall your vehicle is, please do not go under the Terminal Loop Bridge.

Construction at the Airport:

ANC is doing an extension of Taxi way Z, which is near South Airport Park (near Kulis). Construction is ongoing 7 days a week with heavy equipment running from 7am to 7pm. Occasionally the contractor will perform maintenance on the equipment during evening hours. The project is slated to be completed on Oct. 1. The Airport is working with the contractor to keep construction-related noise to a minimum.

Looking for a Career Change?

Join ANC's team of award-winning staff! Jobs available at ANC include a Program Coordinator II (Communications Coordinator), equipment operators and more. Positions at ANC under active recruitment efforts are posted online at www.JoinANC.com or through Local 71 at the following web addresses: local71.com/jobs.

Sign up for GovDelivery:

For those that want to receive important public notices right in their email inbox are encouraged to sign up at service.govdelivery.com/accounts/AKDOT/subscriber/new. The official public notice website for the state of Alaska is located at [Welcome - Alaska Online Public Notices \(state.ak.us\)](http://Welcome-Alaska-Online-Public-Notices.state.ak.us).

Ted Stevens Anchorage International Airport | 5000 W. International Airport Rd | Anchorage, AK 99502



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Attachment E

Meeting Results

Sign-In Sheet

Meeting Notes

Committee Meeting Notes

Title IV Reports

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 17:00:55	9/14/23 17:12:50	Michael I sweet	Commodity Forwarders	Michael.sweet@ciferishables.com	4000 w. 50th # 1 anc an 99502	Man	Black (B)
2	9/14/23 14:00:13	9/14/23 17:13:27	Lamar cotten	Turn again cc	Licotten@gci.net	3840 Richard e Byrd sr		White (W)
3	9/14/23 17:13:34	9/14/23 17:17:19	Steve strait		Akstevestrait@gmail.com	99517	Woman	White (W)
4	9/14/23 17:12:55	9/14/23 17:17:24	Teresa Hall		Tchmed@aol.com	Anchorage AK99502		Other (O)
5	9/14/23 17:17:34	9/14/23 17:20:12	Laura Straud	Pyros aircraft spa	Laurastraud089@gmail.com		Man	White (W)
6	9/14/23 17:17:35	9/14/23 17:20:25	Chris Blankenship	DOWL	Pyrosaircraftspa@yahoo.com		Prefer not to say	White (W)
7	9/14/23 17:20:16	9/14/23 17:26:11	Tom Middendorf	None	Tmidendorf@dowl.com	2905 Marston Drive Anch AK 99517	Woman	White (W)
8	9/14/23 17:20:37	9/14/23 17:27:29	Jim Kubitz	Self pilots	James.kubitz@gmail.com	ANC	Woman	White (W)
9	9/14/23 17:26:24	9/14/23 17:28:38	Elizabeth Taylor Forsman	CRW Engineering Group	sonoliz@aol.com	3940 Arctic Blvd Anchorage 99503	Man	White (W)
10	9/14/23 17:27:49	9/14/23 17:29:01	A Sacks		Asacks@crweng.com		Man	White (W)
11	9/14/23 17:29:16	9/14/23 17:29:45	Duane hippe				Man	Other (O)
12	9/14/23 17:28:51	9/14/23 17:30:30	Robert forsman	Forsman air	Bobimfly@aol.com	7024 Arnold Ave unit D, anchorage AK 99506	Woman	White (W)
13	9/14/23 17:29:59	9/14/23 17:31:03	Karen Merkle			3330 Orbit Dr	Man	White (W)
14	9/14/23 17:30:35	9/14/23 17:31:17	Nick Straka	Dowl	Nicholasbstraka@gmail.com		Man	Other (O)
15	9/14/23 17:31:21	9/14/23 17:32:08	Jon Isaacs	Na	isaacs@gci.net			White (W)
16	9/14/23 17:31:11	9/14/23 17:32:53	Jim McCormack		Jmccormack8325@gmail.com	3810 Ronald Amundsen Ave #A an h 99517	Man	White (W)
17	9/14/23 17:32:12	9/14/23 17:33:17	Charles kasmar		Chuck@kasmarlaw.com		Man	White (W)
18	9/14/23 17:32:59	9/14/23 17:34:30	William Hawley		Hawleys@acsalaska.net	P o box 91927: anch ak 99509	Man	White (W)
19	9/14/23 17:33:21	9/14/23 17:34:50	Brian Hove	N/A	brian.e.hove@gmail.com	3801 W. 40th Avenue Unit A	Man	White (W)
20	9/14/23 17:34:46	9/14/23 17:38:03	Lyn Clark		xracers01@gmail.com	3850B Lincoln Ellsworth 99517	Woman	White (W)
21	9/14/23 17:34:56	9/14/23 17:40:03	Michael Hansmeyer	Stantec	Michael.hansmeyer@stantec.com		Man	White (W)
22	9/14/23 17:38:12	9/14/23 17:40:59	Larry Boyle		Larryboyle@alaska.net	3805 Richard Evelyn Byrd St Anchorage		
23	9/14/23 17:41:05	9/14/23 18:00:28	Careless Nagata	Stantec	Carel.nagata@stantec.com	725 E Fireweed, Suite 200, Anchorage, AK	Woman	Asian (A)
24	9/14/23 18:00:35	9/14/23 18:20:58	Colleen Moran	Public	Colleen_wilt@hotmail.com	99517	Woman	White (W)
25	9/14/23 17:32:34	9/14/23 17:33:34	Becky Patterson Bunde		beckybunde2017@gmail.com	3754 Richard Evelyn Byrd #A	Woman	White (W)
26			Mike Lee	ANC				
27	9/14/23 17:33:31	9/14/23 17:34:39	Jodi Gould	SOA, DOT&PF	jodilynngould@gmail.com	2612 Glenwood Street, Anchorage, 99508	Woman	White (W)
28			Susan Urig		susan.urig@gmail.com			
29	9/14/23 17:34:02	9/14/23 17:35:28	Ann Marie		alarquier@gmail.com		Prefer not to say	White (W)



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

Thursday, September 14, 2023

5:30 – 7:30 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Public Attendees
Craig Campbell Trudy Wassel Teri Lindseth Cristin Jones Mike Lee Jodi Gould	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Lamar Cotton Michael Sweet Teresa Hall Steve Strait Laura Straud Chris Blankenship Tom Middendorf Jim Kubitz Elizabeth Taylor Forsman A Sacks Robert Forsman Duane Hippe Karen Merkle Susan Urig Nick Straka Jim McCormack Jon Isaacs Charles Kasmar Becky Patterson Bunde William Hawley Brian Hove Ann Marie Lyn Clark Michael Hansmeyer Larry Boyle Careless Nagata Colleen Moran

Presentation Questions & Comments:

1. Do we have any idea how long the master plan will take and how does it affect the Lake Hood Master Plan?
 - The current ANC Master Plan will take 18-24 months to complete. We expect that a Lake Hood Master Plan will be updated soon, probably in the next 2 or 3 years.
2. How do the ANC and Lake Hood Master Plans work together?
 - Both facilities serve very different types of air travel. The FAA Airport Traffic Control Tower controls the airspace for both airports and will continue to do so. However, from a facility planning perspective, they're separate.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

3. How accurate is comparing vehicle parking between Anchorage and other airports of similar sizes?
 - Additional parking will be required in Anchorage and while some airports of similar sizes might not necessarily require the same amount, we believe that additional parking capacity will help ANC.
4. Does ANC actually prioritize and value GA development when air cargo activity is a greater revenue stream?
 - ANC is a public-use airport and therefore cannot restrict use of the facility to one type of user or another. It's open to all aircraft operators that want to use the facility. People that use ANC for GA mostly fly pretty large planes that work well with the infrastructure that exists at ANC and they would benefit from upgrades at the airport. It's not prioritized, but the GA demand exist at ANC, and the existing runways and infrastructure synergize well.
5. Re: PFAS at the airfield, have you looked at that with the facility requirements or is that one of the alternatives? How does that affect the airport?
 - Good news, FAA issued a cert-alert just this week that allows a non-PFAS foam to be used by airport firefighters. FAA has not issued guidance or funding on it yet. As for PFAS, we know it exist in soil at the airport and it's a consideration we're taking in alternatives planning. As funding is available and rules are clarified, the airport will meet new regulations and guidance to address the problem.
6. How does passenger count drive the parking need?
 - Anchorage has a high proportion of tourists that come through, and that's partially why our parking requirements are lower than other airports of similar size (rental car, tour bus, etc.). We don't have all the necessary data yet for our analysis, but it's a component of why our parking is less than others.
7. You haven't talked about moving the ATC tower. Please elaborate on that.
 - The ATC tower is at ANC, but it's not owned by the airport. It's owned by the FAA, operated by the FAA, and the FAA has made the decision to relocate the tower. They are doing environmental and engineering studies related to the movement of the tower.
8. In the East Airpark there is a railroad spur on top of a berm, are there any plans to remove those?
 - No.
9. That beautiful train terminal is drastically underused. Is there any way to use that for tourists to get them from the airport?
 - That's a question for ARRC, and not something that the airport can control, as ARRC owns and operates the train terminal. We can document that feedback. It's primarily used to take tourists to Whittier and Seward.
10. Is this considered a master plan update or a new master plan?
 - Either term works. The airport has a master plan, and we update it regularly, so the same steps are required for either.
11. Many of us are not familiar with the last master plan update; what was implemented with the last one? Or what forecasts came true?



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

- We do consider the recommendations made in the previous master plan. Since that time the airport had growth up until COVID, which changed the dynamic of the airports. The airport is currently bouncing back; this year is expected to be a record. Planned activity levels from the previous update are being considered for this update. Additional changes include updates to the airfield to comply with the FAA standards. The airport has implemented the FAA requirements over the last decade, exactly as recommended.
- 12.** Are comments being taken on record? Or do we need to write them down ourselves?
 - We are taking notes. If you want your words verbatim or for any other reason, you can always write down comment as well. Each question and comment have the same weight.
- 13.** Is it within the scope of the master plan to help cargo growth with incentives?
 - Generally, no. We look at rules in place and try to understand possible growth and plan around big economic trends globally, nationally, and locally. We are not studying incentives.
- 14.** Where is the dividing line between where Lake Hood and the MPU are?
 - [Directed to map]. The dashed yellow line indicates the ANC boundary. At Lake Hood, 39 new aircraft parking spots are being developed to accommodate those that were cleared to make room for the relocated ATC tower.
- 15.** Is there any indication that the East Airpark will be treated any differently in this master plan in relation to the last master plan?
 - It's an important part of airport operations. The Master Plan is looking at how best to make use of the real estate in that area.
 - Airport staff are also evaluating how to make things "fair" in the East Airpark. Between leasing and the Airport Director, they are working on updating how the Airport does leasing and it is in development right now to increase consistency in leasing practices so that tenants can plan accordingly.
- 16.** In terms of people/airlines in the interior of the airport, how much is that addressed? I find it a disservice to airport users that there is a private lounge built in a public place that the public can't use. We can no longer access the public art that is now enclosed in the Delta Lounge.
 - You have the right to enter that facility if you express your interest in viewing the art in that area. The Airport is starting a process to move that art out of that space and make that more available to the public. The art may be moving to the connector to the rental car facility. As the airport operator, if a tenant expresses interest in leasing space in the terminal and it is available, the Airport is required to lease it to them.
- 17.** I am interested in how the North Terminal will be presented in the Master Plan.
 - Yes, we will be focusing on that in the Alternatives.
- 18.** As a passenger with a pet, are you going to add any pet relief in the airport?
 - There is one in the B Concourse. It's called a SARA, or Service Animal Relief Area.
- 19.** Has there been any effort in trying to align the master plan updates between ANC and Lake Hood?
 - The FAA encouraged separating them since the facilities cater to different kinds of users. but the plan is to align them so the Lake Hood Master Plan is completed a few years



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU)
Public Meeting

after the ANC Master Plan. This allows for each Master Plan to focus on the needs of the specific facility, so each facility is maximized.

- 20.** In the last master plan update, there was supposed to be a bike path on the edge of the airport boundary. What happened to that?
- That recommendation was part of the Lake Hood Master Plan. It's still in the capital plan to be implemented but it hasn't been implemented yet.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Airline Advisory Committee (AAC) Meeting

Thursday, September 14, 2023

10:00 AM – 12:00 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Committee
Craig Campbell Trudy Wassel Teri Lindseth Cristin Jones Mike Lee	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Amy Fuller Lyman Cody Webb Robert Kelley Roger Emerson Jon Scudder Koji Hagiwara David Fiore (virtual) Dan Lansing (virtual) David Brewer (virtual) Kottayam Natarajan (virtual)

Presentation Questions:

- How do you determine the preferred alternative?
 - We start with workshops and charrettes with airport staff and consultant teams; afterwards we come back to stakeholder groups and the public with the alternatives and gather input on them.
- How can members of the public give input?
 - Online and in person, at any point during the process.
- Will there be a noise study conducted?
 - The airport did one following the last master plan and is planning to update the Part 150 Noise Study within the next couple of years.
- Proposed increased ramp space in South Airpark, will it alter figures due to added capacity? More cargo growth?
 - Our assumptions are based on market growth and then facility requirements are considered. A proposed development is not considered when forecasting growth.
- You're increasing ramp space, but how about snow removal? We've had previous delays due to snow removal rate.
 - In tenant areas, the tenant is responsible for snow removal, but with larger amounts it's a challenge. The airport has an annual budget set aside for minor improvements and maintenance that can be allotted to improving snow removal and storage if needed.
- Has the airport considered snow melters?
 - Yes. However, they are expensive and have not been proven to be very effective. They also have a lot of mechanical problems. Generally, they are simply not cost-effective.
- Are delay calculations made for cargo? Or passengers?
 - Both. FAA does not allow factoring in only one or the other. Through the Alaska International Airport System plan, the airlines reported that if delays are happening 10%



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) **Airline Advisory Committee (AAC) Meeting**

of the time or more, action needs to be taken; we are vetting that assumption again and would appreciate airline feedback on the delay that could be tolerated. The airport operates very efficiently today and is nowhere near the threshold for required action.

- How do we break down terminal requirements? Queuing space? Security screening space?
 - TSA has equipment requirements that take up more space. More screening devices do have an effect on speed and queueing.
 - A suggestion would be to elaborate on what each category means (such as square footage, facilities, equipment, etc. on the Terminal Facility Requirements slide) on future slide updates.
- How much traffic at the airport is tourists vs. locals? What's the % of people who rent cars vs just park their cars long term?
 - We are working with the parking operator to acquire this information.
- Planning activity level vs Passenger activity level? Are they different?
 - PAL stands for Planning activity levels. These are based on operations and take all activity into account.

Presentation Comments:

- Pleased about #3 on Forecast Summary slide, glad that forecast shows that Anchorage will continue to grow and that will affect other industries.
- Do we need to re-evaluate the runway-need portion?
 - ANC operates efficiently today. The analysis will reevaluate the point at which airfield congestion becomes untenable.
- The Airport expanded ramp space previously without taking snow removal into account, which caused additional delays and equipment issues.
- 30-minutes before, 30-minutes after are reasonable times to expect gate availability at the South Terminal.
- 2035 is the targeted date for full electric vehicle implementation. There should be electric vehicle charging areas at the airport as well. (This is being looked at in the plan)
- Demand for facilities and parking: will work itself out with a combination of airport and tenant negotiations.

Round-Robin exercise regarding delays: "What is your delay threshold going forward?"

- No data or threshold that would set that off, but if UPS had a 30-minute delay 10% of the time, people would be starting to ask questions. Packages have to get to where they're going on time, or it disrupts the whole fleet. Any time we have a delay, it's analyzed very closely and has to be coded to specific reasons. Even a consistent 10-minute delay without a legitimate reason would have questions asked.
- 10% of the time would be untenable for us as a small airline (Grant Aviation). We only fly back and forth to a few places, and if we had regular delays, it would seriously damage our company.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Airline Advisory Committee (AAC) Meeting

I'd love for it to be shorter, but if it's 10% of the time at 30, we might be able to live with it. But 30 minutes for us, we're ready to launch the next flight, so that's lost revenue.

- JBER: 30 minutes seems like a distant metric. Frequent 15-minute delays also add up and cause problems. 30 minutes seems too lenient. Put another metric/examination in for what causes the increase between the two.
- FAA: Delays are a typical issue from the air traffic side. We have a few thresholds that can be crossed, sometimes due to runway closures or military traffic.
- Nippon Air Cargo: Are there restrictions on GA operations during peak periods? (Anchorage has a diverse mix of aircraft, and a lot of cargo service to parts of state use older aircraft, this creates a complex environment at the airport. How do you mix these operations?)
 - FAA is agnostic to user type during peak periods. Sometimes it just depends between the pilot and tower on who can wait for how long. Some are willing to tolerate additional delays.
 - Something we do consider in the model is aircraft types and limitations that each presents. We build larger gaps between types to make the model as real as possible and have it reflect real world conditions. We can't necessarily prioritize different types of operations, however.
- Seasonality needs to be kept in mind for delays – a peak delay of 30 minutes in the summer could cause massive cascade delays for connecting flights, especially the ones that operate once or less a day.
- What is the threshold where airlines might start flying over ANC due to its lack of reliability? Where might we get more capacity in the state if ANC can't keep up with demand in the future?
 - There are a wide range of alternatives and back-ups the airport can visit if congestion might become an issue. The goal here is to properly forecast the future and plan for it to prevent that from happening.

Post Presentation Comments & Questions:

- Master plan is not tied to years, it's tied to when we hit certain thresholds. It means we don't build things until we actually need them, rather than just on a set timeframe.
- Please get feedback on the PPT content back to us within 2-4 weeks.
- Will next meeting be a workshop format?
 - Yes.
- As far as electrical load and utilities, is that in scope?
 - Yes. That is in the scope to look at. Future utility infrastructure is not in scope, however.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Stakeholder Working Group (SWG) Meeting

Thursday, September 14, 2023

2:00 – 4:00 PM

Coast Inn at Lake Hood

Denali Ballroom, First Floor

Attendees

ANC	RS&H	HDR	Committee
Craig Campbell Teri Lindseth Cristin Jones Mike Lee	Evan Pfahler Gareth Hanley Benjamin Moncrieff	Katherine Wood Pearl-Grace Pantaleone Rory McAllister Alice Rademacher	Jenna Wright Joe Michel P.J. Cranmer Jonathan Linquist Ryan Yelle Joe Zerck Dana Pruhs Robert Auth Jon Isaacs Cathy Gleason Marty Bettis (virtual)

Presentation Questions:

- Will there be any correlations between the old master plan and the new one?
 - Yes, some data from the prior master plan correlates to the most recent master plan update, and that is shown on the slides where we had that data.
- Is it still possible to make changes to the current master plan?
 - Absolutely, we're taking input right now on all facets.
- With the population declining in the state, are you expecting travel to increase?
 - Woods & Poole, the company we are using for the study, does not anticipate a decline in population, and we are expecting travel to increase. AK also expects tourism to increase, among other industries.
- Does the price and availability of fuel factor into the master plan update?
 - Yes. The master plan assumes that fuel will continue to be provided by gas companies as well as increases to fuel cost.
- How are medivac flights categorized for the purposes of specific importance? What bucket are those in for the purpose of the forecast?
 - We are looking into what those are classified as and will get back to you with that information.
 - What are the percents of operations breakdown? The design day splits for the Baseline Planning Activity Level are as follows: 45% of operations are cargo, 38% of operations are passenger, and 17% of operations are general aviation.
- Is data tracked by specific operators as well?
 - There's an element of tracking for each operator, yes (e.g., Alaska Airlines is x% of operations, during x month).

- Do you use the busiest day of the busiest month as a benchmark?
 - No. We use an average day from the busiest month. Using an average day during a peak month is an industry standard for forecasting.
- Should you make a recommendation to airport leadership based on an 90th percentile of how busy it is?
 - Partially, there are also industry standards from numerous sources and airports from all over the world that drive these decisions. Level of service and how it correlates to congestion is also a factor.
- Are the crossfield taxiways mentioned high-speed?
 - No, they are angled, not high-speed taxiways.
- What does “untenable delay” mean?
 - 30-minute delay, 10% of the time. Specifically, 30 minutes of ground delay prior to departure.
- What about traffic at the North Terminal?
 - Our facility requirements analysis today doesn’t really take the North Terminal into account because it is so lightly used for passenger travel. The next phase of the study will address how we solve the passenger congestion by either expanding the south Terminal or rehabilitating the North Terminal.
- Are you differentiating between commuter flyers and passenger travel?
 - Yes, the facility requirements for the passenger security screening only considers the passengers traveling through the B and C Concourse.
- All of the growth you’re forecasting is only for existing carriers. Does the forecast consider possible new carriers?
 - The baseline forecast of activity includes operations, passenger enplanements, cargo tonnage, and general aviation. Predicted future demand is mostly distributed to existing carriers. In addition to the baseline forecast, scenarios are prepared to support the planning process and consider how new entrant airlines could impact demand. New entrants are, therefore, considered in forecast scenarios but not in the baseline forecast.
- Does “military operations at the airport” refer to military aircraft or contracted troop transportation?
 - It refers to any military owned aircraft.
- What other methods of transportation to and from the airport have you noticed with the shortage of parking due to construction over the summer?
 - We don’t have that data right now as it’s been so short term. There hasn’t been time for that data to coalesce.

Presentation Comments:

- Tech stops with GA have increased drastically lately in the Asian market. I feel like I’m just seeing lots of airplanes parked on the ramps.



Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU) Stakeholder Working Group (SWG) Meeting

- You might want to look into the effect specific types of planes have on congestion at the airport. A 747 takes far longer to taxi than any other type of airplane and causes massive delays.
- I disagree with relocating the police training facility on airport land. It's wasted revenue opportunity. We should see what we can do to free that land up for new airport operations.
- I encourage developing the area in West Airpark for aircraft parking. There are no houses over there to conflict with.

Post Presentation Comments & Questions:

- Are we using all the facilities at Fairbanks International Airport for cargo and is that ever going to be an issue? As in, are there other facilities that can handle excess cargo?
 - This ANC airport operates efficiently today and we're looking to use what we already have before branching out to other options. If there's continued growth, we can look into taking advantage of the Alaska International Airport System (including Fairbanks).
- Is the prohibition on nighttime flight over the Muni still in effect?
 - Yes. The Preferential Runway Use program is still in effect. Most operations of the airport go over the water rather than the city, but wind and weather mean we cannot always take the preferred path. Ultimately it is up to the Tower (FAA) and finally the pilots to determine flight paths.
- Echoing what has been said, using Fairbanks to support cargo demand should be looked at much further to ease stress on the Anchorage Airport.
- Are there other regional airports that could accommodate some demand so that the Anchorage Airport can have maximized efficiency? (Birchwood for example could take some of the GA traffic?)
- The Airport is such an important economic driver for Anchorage, if there are any significant factors limiting its growth definitely focus on those above all else.
- ANC is unique amongst airports. We're dealing with transit checks probably more than anywhere else on the planet. We want to be sure we don't implement anything that would cause airlines to look to do business somewhere else.
- We have three underlying land use plans for the Muni that would affect the airport (Title 21, West Anchorage District Plan, and the 2040 Land Use Plan). Each does reference the Airport and have some data that may be dated. I'd like to see comparisons between our data and yours and how they've aged over time.
- Knowing the amount of people going to the airport on public transportation, bicycles, and other modes of non-car transportation would be valuable.
- The Master Plan shows growth over the coming decades and are going to need additional help with water, road, sewer etc. before any expansions or growth is made or it will stress existing infrastructure. Providing utilities will also make it more feasible for developers to finance projects.



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 9/14/23 Time: 5:30-7:30 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 29 (attach copy of sign-in sheet)

Number of Minority present: 4 Number of Women present: 12

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 17:00:55	9/14/23 17:12:50	Michael I sweet	Commodity Forwarders	Michael.sweet@ciferishables.com	4000 w. 50th # 1 anc an 99502	Man	Black (B)
2	9/14/23 14:00:13	9/14/23 17:13:27	Lamar cotten	Turn again cc	Licotten@gci.net	3840 Richard e Byrd sr		White (W)
3	9/14/23 17:13:34	9/14/23 17:17:19	Steve strait		Akstevestrait@gmail.com	99517	Woman	White (W)
4	9/14/23 17:12:55	9/14/23 17:17:24	Teresa Hall		Tchmed@aol.com	Anchorage AK99502		Other (O)
5	9/14/23 17:17:34	9/14/23 17:20:12	Laura Straud	Pyros aircraft spa	Laurastraud089@gmail.com		Man	White (W)
6	9/14/23 17:17:35	9/14/23 17:20:25	Chris Blankenship	DOWL	Pyrosaircraftspa@yahoo.com		Prefer not to say	White (W)
7	9/14/23 17:20:16	9/14/23 17:26:11	Tom Middendorf	None	Tmidendorf@dowl.com	2905 Marston Drive Anch AK 99517	Woman	White (W)
8	9/14/23 17:20:37	9/14/23 17:27:29	Jim Kubitz	Self pilots	James.kubitz@gmail.com	ANC	Woman	White (W)
9	9/14/23 17:26:24	9/14/23 17:28:38	Elizabeth Taylor Forsman	CRW Engineering Group	sonoliz@aol.com	3940 Arctic Blvd Anchorage 99503	Man	White (W)
10	9/14/23 17:27:49	9/14/23 17:29:01	A Sacks		Asacks@crweng.com		Man	White (W)
11	9/14/23 17:29:16	9/14/23 17:29:45	Duane hippe				Man	Other (O)
12	9/14/23 17:28:51	9/14/23 17:30:30	Robert forsman	Forsman air	Bobimfly@aol.com	7024 Arnold Ave unit D, anchorage AK 99506	Woman	White (W)
13	9/14/23 17:29:59	9/14/23 17:31:03	Karen Merkle			3330 Orbit Dr	Man	White (W)
14	9/14/23 17:30:35	9/14/23 17:31:17	Nick Straka	Dowl	Nicholasbstraka@gmail.com		Man	Other (O)
15	9/14/23 17:31:21	9/14/23 17:32:08	Jon Isaacs	Na	isaacs@gci.net		Man	White (W)
16	9/14/23 17:31:11	9/14/23 17:32:53	Jim McCormack		Jmccormack8325@gmail.com	3810 Ronald Amundsen Ave #A an h 99517	Man	White (W)
17	9/14/23 17:32:12	9/14/23 17:33:17	Charles kasmar		Chuck@kasmarlaw.com		Man	White (W)
18	9/14/23 17:32:59	9/14/23 17:34:30	William Hawley		Hawleys@acsalaska.net	P o box 91927: anch ak 99509	Man	White (W)
19	9/14/23 17:33:21	9/14/23 17:34:50	Brian Hove	N/A	brian.e.hove@gmail.com	3801 W. 40th Avenue Unit A	Man	White (W)
20	9/14/23 17:34:46	9/14/23 17:38:03	Lyn Clark		xracers01@gmail.com	3850B Lincoln Ellsworth 99517	Woman	White (W)
21	9/14/23 17:34:56	9/14/23 17:40:03	Michael Hansmeyer	Stantec	Michael.hansmeyer@stantec.com		Man	White (W)
22	9/14/23 17:38:12	9/14/23 17:40:59	Larry Boyle		Larryboyle@alaska.net	3805 Richard Evelyn Byrd St Anchorage		
23	9/14/23 17:41:05	9/14/23 18:00:28	Careless Nagata	Stantec	Carel.nagata@stantec.com	725 E Fireweed, Suite 200, Anchorage, AK	Woman	Asian (A)
24	9/14/23 18:00:35	9/14/23 18:20:58	Colleen Moran	Public	Colleen_wilt@hotmail.com	99517	Woman	White (W)
25	9/14/23 17:32:34	9/14/23 17:33:34	Becky Patterson Bunde		beckybunde2017@gmail.com	3754 Richard Evelyn Byrd #A	Woman	White (W)
26			Mike Lee	ANC				
27	9/14/23 17:33:31	9/14/23 17:34:39	Jodi Gould	SOA, DOT&PF	jodilynngould@gmail.com	2612 Glenwood Street, Anchorage, 99508	Woman	White (W)
28			Susan Urig		susan.urig@gmail.com			
29	9/14/23 17:34:02	9/14/23 17:35:28	Ann Marie		alarquier@gmail.com		Prefer not to say	White (W)



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central
Prepared/Facilitated by: Anchorage Airport
Meeting Location: Coast Inn at Lake Hood Date: 9/14/2023 Time: 10am-12pm
Project No. (Federal/State): CFAPT00847
Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Airline Advisory Committee

Method of advertisement: Direct Invite

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 12 (attach copy of sign-in sheet)

Number of Minority present: 3 Number of Women present: 2

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Virtual or in-person	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	9/14/23 9:37:41	in-person	Teri lindseth	Airport	Teri.lindseth@alaska.gov	99516	Woman	White (W)
2	9/14/23 9:22:59	in-person	Roger Emerson	UPS	Typ1rje@ups.com	6200 Lockheed, Anchorage, ask 99502	Man	White (W)
3	9/14/23 9:51:19	in-person	Mike Lee	ANC	Mike.lee@alaska.gov	5000 w international airport road, Anchorage, Alaska, 99519		
4	9/14/23 9:52:33	in-person	Robert Kelley	Grant Aviation	Rkelleet@flygrant.com	6420 Kullis Drive, Anchorage, Alaska 99502	Man	White (W)
5	9/14/23 9:54:51	in-person	Amy Fuller Lyman	Alaska Airlines			woman	
6	9/14/23 9:53:26	in-person	Cody Webb	FAA	Cody.webb@faa.gov	5200 W International		
7	9/14/23 9:55:38	in-person	Jon scudder	JBER	Jon.scudder@us.af.mil		Man	
8		in-person	Koji Hagiwara	NCA	koji.hagiwara@nca.aero		Man	Asian (A)
9		virtual	David Fiore	FedEx				
10		virtual	Dan Lansing					
11		virtual	David Brewer					
12		virtual	Kottayam Natarajan					



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: Anchorage Airport

Meeting Location: Coast Inn at Lake Hood Date: 9/14/23 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group

Method of advertisement: Direct Invite

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 11 (attach copy of sign-in sheet)

Number of Minority present: 2 Number of Women present: 2

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

ID	Start time	Full Name	Company	Email Address	Address, city, State, Zip Code	Gender	Race	This information is
1	9/14/23 13:37:02	Jenna Wright	Anchorage Economic Development Corporation	jwright@aectweb.com	Anchorage, AK	Woman	White (W)	
2	9/14/23 13:45:00	Cathy gleason	Turn again comm council		4211 Bridle cir	Woman	White (W)	
3	9/14/23 13:37:43	Robert Auth	Spenard Community Council	authrm@gci.net	2621 Melvin Anchorage Alaska 99517	Man	White (W)	
4	9/14/23 13:52:32	Ryan Yelle	MCOA	Ryan.Yelle05@gmail.com	4700 Elmire Rd	Man	White (W)	
5	9/14/23 13:55:17	Joe zerck	Pegasus	Joe.zerck@pegasusanc.com	3901 old international airport road, Anchorage! AK 99502	Man		
6	9/14/23 13:53:29	Jonathan Linquist	FAA	Jonathan.linquist@faa.gov	Equipment original to installation and requires upgrade/replacement for 2040 mission requirement.	man	White (W)	
7		Dana Pruhs				man		
8		Jon Isaacs						
9		Joe Michel						
10		P.J. Cranmer						
11	Virtual	Marty Bettis						

APPENDIX A-5

Public Meeting #3 Report



Ted Stevens Anchorage International Airport Master Plan Update

February 2024
Public Meeting

Table of Contents

Introduction 1

Overview of Public Involvement Activities 1

 Public Meeting and Online Open House #3 1

 Stakeholders..... 2

 Advertising 2

 Summary of Comments and Q/A 3

Attachments

- Attachment A: Meeting Presentation
- Attachment B: Meeting Materials
- Posters*
- Online Open House Analytics*
- FAQ*
- Fact Sheet*
- Info Cards*
- Attachment C: Email Blasts
- Email Annoucement*
- Email One-Week Reminder*
- Email Public Meeting and Online Open House Today Reminder*
- Attachment D: Advertisements
- Anchorage Daily News Display Ad #1*
- Anchorage Daily News Display Ad #2*
- Anchorage Daily News Display Ad #3*
- Anchorage Daily News Legal Ad*
- Anchorage Daily News Online Ads*
- State of Alaska Online Public Notice*
- State of Alaska GovDelivery*
- State of Alaska Public Involvement Calendar*
- Website Updates*
- Social Media Posts*
- Attachment E: Meeting Flyer
- Attachment F: Meeting Results
- Sign-In Sheet*
- Committee Meeting Notes*
- Meeting Notes*
- Title IV Reports*

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter one of 2024.

Public Meeting and Online Open House #3

During the first week of February 2024, three meetings were held to solicit and gather public input and feedback on preliminary alternatives for the ANC MPU project. The alternatives were divided into four distinct categories based on airport functional areas, which include airfield, terminal, landside, and support facilities. Two committee meetings were held in a hybrid setting: the first was Airline Advisory Committee on Monday, February 5, 2024, in the Iliamna Conference Room in the South Terminal of the Anchorage Airport from 2-4pm and the second was the Stakeholder Working Group held on Tuesday, February 6, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 2-4pm. A public meeting was also held on Tuesday, February 6, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 5:30-7:30pm.

All three meetings were open to the public. One [presentation](#) was prepared and delivered to all three meetings. [Posters](#) surrounded the perimeter of the room for attendees to read and view including references to previous meetings that guided the preliminary alternatives process. Four stations displayed in the back of the rooms to allow attendees to view the four airport functional areas (airside, landside, terminal, support facilities) in depth, ask questions, and provide feedback. Two representatives from the project team served as a facilitator and a notetaker at each station to answer and record public questions and input.

Other materials available during this meeting included an updated frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, and State of Alaska demographics surveys.

A total of [34 people](#) signed into the public meeting; however, a headcount at the peak of the night claims 43 people attended. All were in person.

An [Online Open House](#) featuring materials presented in the public meeting was made available via the project website for two weeks from Tuesday, February 6 through Tuesday, February 20, 2024. During this active time, there were [128 visitors](#).

Pictures of the two committee meetings and public meeting can be found [here](#).

Stakeholders

Representatives from the following organizations attended the public meeting in person:

- 241 Alaska Laborers
- Alaska Water and Wastewater Utilities
- Alaskafoto
- DOWL
- General Public
- Northern Air Cargo
- Private Pilots
- Residents Near Airport
- Sand Lake Community Council
- State of Alaska, Department of Transportation & Public Facilities
- Turnagain Community Council
- Zelener Group

Advertising

The public meeting satisfied the ANC MPU public involvement plan's advertising requirements of three-weeks before the meeting and again one-week prior. The following advertisement and publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 1. **Announcement:** 199 successful deliveries, 287 total opens, 335 total clicks
 - First email full [report](#)
 2. **This Week Reminder:** 210 successful deliveries, 237 total opens, 17 total clicks
 - Second email full [report](#)
 3. **Today Reminder:** 215 successful deliveries, 217 total opens, 26 total clicks
 - Third email full [report](#)
- **Attachment D**
 - Meeting information on the project website: <https://ancmpu.com/getinvolved.html>
 1. Week of [January 15 update](#)
 2. Week of [January 29 update](#)
 3. Week of [February 5 update](#)
 - Ten (10) advertisements in the *Anchorage Daily News* (total of \$5,968.22 spent):
 1. Three display ads on [January 18th](#), a reprint on [January 22nd](#), and again on [February 1st](#)
 2. One legal ad on [January 18th](#)
 3. Six online ads campaigned 1/18/24 – 1/29/24: 49,621 impressions, 30 clicks
 - Full online ad campaign [report](#)
 - One week of streaming **radio ads** from Alaska Public Media from [1/15/24 – 1/29/24](#) and [1/29/24 – 2/5/24](#) (total of \$745 spent)

- State of Alaska [Online Public Notice](#) posted from 1/11/24 – 2/6/24
- State of Alaska [GovDelivery](#) sent on 1/12/24, full [report](#)
- State of Alaska [Public Involvement Calendar](#)
- Four (4) Social Media Posts
 1. [Facebook Event](#) Created 1/18/24: 15 people responded
 2. [Facebook Post #1](#) on 1/18/24: 11 likes, 4 comments, 5 shares
 3. [Facebook Post #2](#) on 1/30/24: 8 likes, 0 comments, 4 shares
 4. [Facebook Post #2](#) on 1/31/24: 9 likes, 0 comments, 3 shares
 5. [Facebook Post #3](#) on 2/6/24: 6 likes, 0 comments, 1 share
- **Attachment E**
 - [Meeting flyer](#) was posted a total of 25 locations, including:
 1. Alaska Regional Hospital
 2. Alaska Native Cultural Charter School
 3. Anchorage Senior Activity Center
 4. Carrs/Safeway – Jewel Lake
 5. Fairview Community Recreation Center
 6. Fire Island Bake Shop – Airport Heights
 7. Fred Meyer – Dimond
 8. Fred Meyer - Midtown
 9. Kincaid Chalet
 10. Loussac Library
 11. Merrill Field
 12. Midtown Mall
 13. Midtown SteamDot
 14. MOA Permit Center
 15. Mountain View Library
 16. Red Apple Market
 17. Skinny Raven Sports - Dimond
 18. Post Office - Airport
 - [ASD Flyer](#) was posted at the following schools
 1. Bettye Davis East Anchorage High
 2. Central Middle School
 3. Denali Montessori School
 4. Dimond High School
 5. Fairview Elementary School
 6. Heritage Christian School
 7. West High School

Summary of Comments + Questions/Answers

After a short 30-minute presentation, the audience was motioned to view all the station and ask the subject matter experts questions with their associated posters. One person spoke up and asked to do a group question and answer period. Five questions were asked during this time:

1. What do PAL 1, 2, and 3 mean?

- a. PAL stands for Planning Activity Level. There are different metrics for cargo, passenger, aircraft operations, and general aviation. The planning team ties the need for development to aviation activity thresholds rather than years. Because the need isn't dependent on a certain date in time, the Airport can provide infrastructure on necessity for when it's driven by demand.

2. What is the beige item on the top of slide 31?

- a. That is an existing Taxiway Z, which is planned to be extended through phased construction. You can see it more clearly on slide 17 on the bottom of the graphic.

3. When does the discussion of cost and funding come into play?

- a. The next step is to complete a cost estimate to inform the next stage of decision making. The Airport will not make a final decision until all the feedback and data is collected and assessed.
- b. The Airport is self-funded; meaning that it is not funded through general revenue from the state. The Airport may apply for federal grants for supplemental funding.

4. What is the current passenger facility charge or PFC?

- a. \$3.00 per enplaned passenger.

5. At the beginning of the presentation on slide 13, "Preliminary Runway Alternative," it describes Phase 3 as optimizing the Alaska International Airport System (AIAS). How do you optimize the airport system?

- a. The AIAS includes Fairbanks International Airport (FAI) and Anchorage International Airport (ANC), which are the two busiest airports within the state.
- b. Aircraft operators have the ability to use the infrastructure for tech stops at FAI, if ANC is congested. Thus, the State would encourage airlines to use both facilities as a system.

Comments were collected from the public at the four stations. Feedback and ideas include:

Airside

- Concern at that West Airpark ground support operations may be difficult to conduct if equipment and staffing is largely based in the terminal area, like they are currently
- A Tunnel under the north-south runway? Could be hard to navigate
- Amount of traffic in tunnel could be a challenge
- West Airpark ground vehicle access could be challenging
- Planning and coordination of a wide range of aircraft sizes
 - o i.e., cargo or small aircraft

Terminal

- Long walk after security for Option 2; please think about options for those with mobility challenges such as a tram, cart, or moving walkway
- North Terminal security – will force TSA to staff multiple checkpoints
- Do not like D-Concourse option
- If we do D-Concourse option, we will need multiple check points; suggest keeping the existing and putting a new one in the middle
- In favor of North Terminal re-use
- How will widebody international diversions be accommodated if North Terminal is demolished?

- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe

Landside

- Improve pedestrian access to and in the middle of the airport terminals
 - o i.e. walkability to parking and Lake Hood
- North Terminal parking lot and Park Ride & Fly Lot
 - o Dig down 2 stories and build up 4
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe
- PFAS concerns: past and future soil disposal
- Coordination between airport master plans (JBER/Lake Hood/FAI)
- More covered parking is desirable
- Maybe private developers could build passenger parking off site

Support Facilities

- Suggest relocating ARFF to end of Runway 7R (near Clitheroe Center / within area denoted as #5 on the graphic)
 - o Can add 4 hard stands: snow storage in winter and for plans in summer

During the online open house two-week period, there were a total of 8 comments submitted through the project email and Jot Forms. A summary of comments includes the following:

- Tower location and beautification of the old location
- Video and communication suggestions for accessibility
- Support for an onsite hotel
- Parking and biking access
- Collaboration with non-car transportation options such as Alaska Railroad, MOA busses, etc.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Preliminary Alternatives

FEBRUARY 2024

WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- Requirements Summary & Preliminary Alternatives
- Next Steps

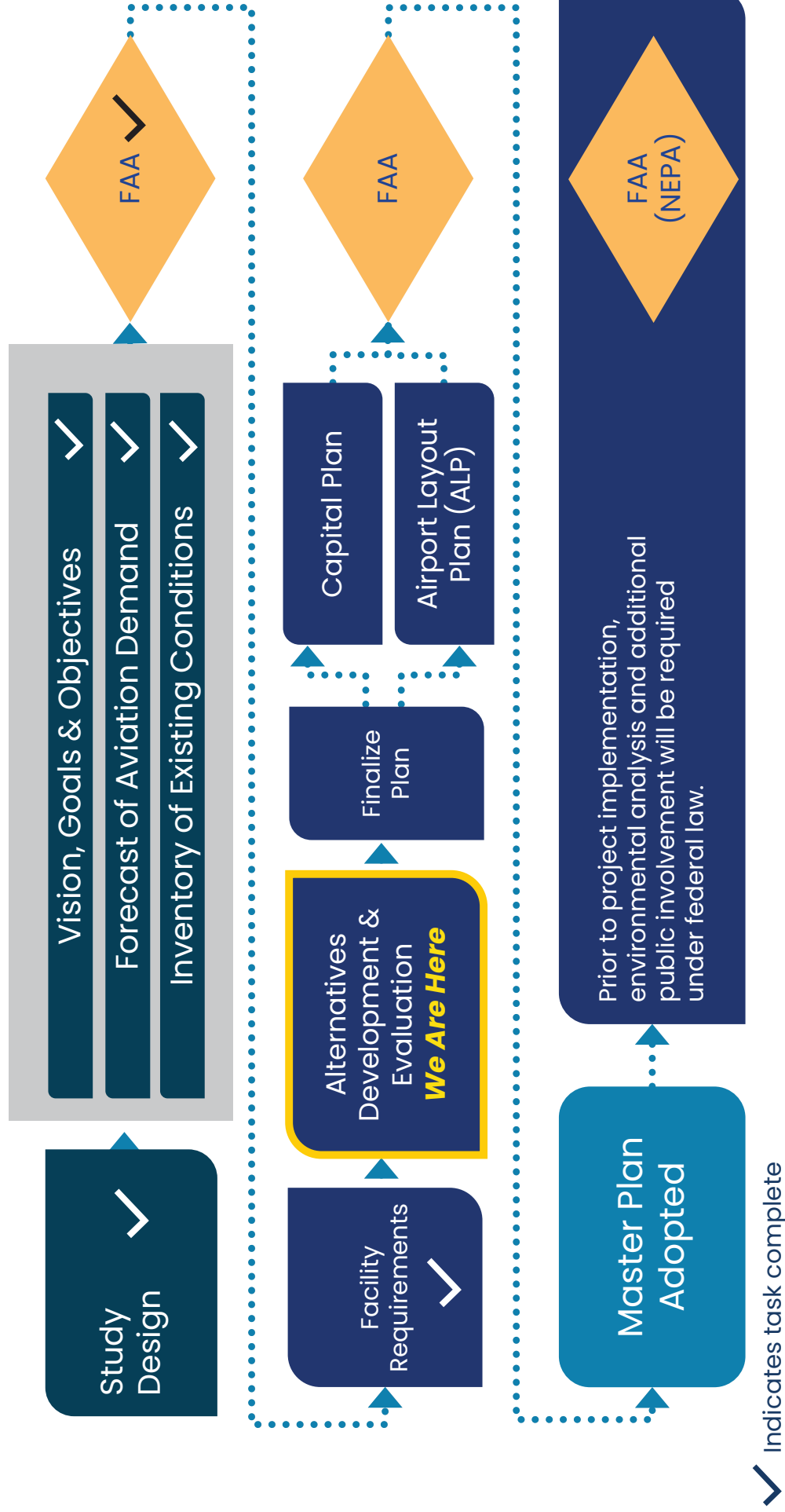


ANC MASTER PLAN PUBLIC MEETING #3

- **Activities to Date**
- Requirements Summary & Preliminary Alternatives
- Next Steps

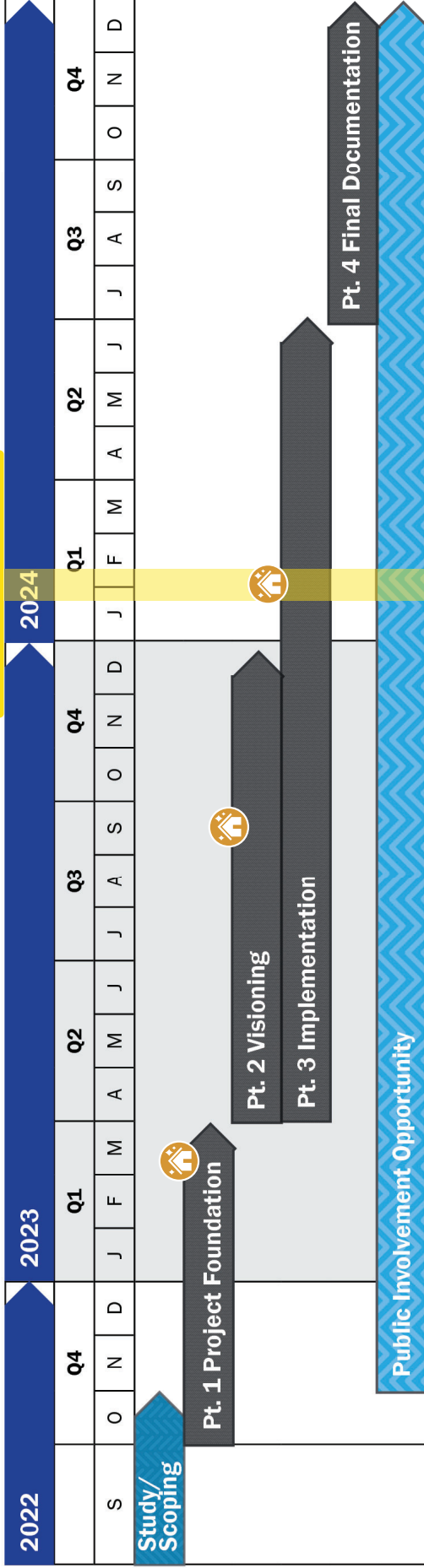


MASTER PLAN PROCESS OVERVIEW



PROJECT SCHEDULE OVERVIEW + ENGAGEMENT

We Are Here



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

Public Meeting # 1

Attendees

73

Online Open House Visits

7 Written Comments

73 Mailing List Additions

Public Meeting # 2

Attendees

29

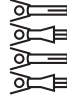
Online Open House Visits

4 Written Comments

29 Mailing List Additions

Public Meeting # 3

We Are Here



Public Meeting # 4

TBD between April and October 2024



Indicates Completed Public Meetings

Aviation Forecast

ANC MASTER PLAN

Forecast Summary

1



More takeoffs and landings:

1.8% per year over the 20-year planning period

Anticipated Growth:

226K Operations in 2022 251K Operations in 2027 326K Operations in 2042

2



More passengers:

2.3% per year over the 20-year planning period

Anticipated Growth:

2.6 Million Enplanements in 2022 3.0 Million Enplanements in 2027 4.1 Million Enplanements in 2042

3



ANC will continue to be a critical cargo stop:

2.8% per year over the 20-year planning period

Anticipated Growth:

3.6 Million Tonnes in 2022 4.2 Million Tonnes in 2027 6.2 Million Tonnes in 2042

4



General aviation will grow slowly:

1.0% per year over the 20-year planning period

Anticipated Growth:

29K Operations in 2022 31K Operations in 2027 35K Operations in 2042



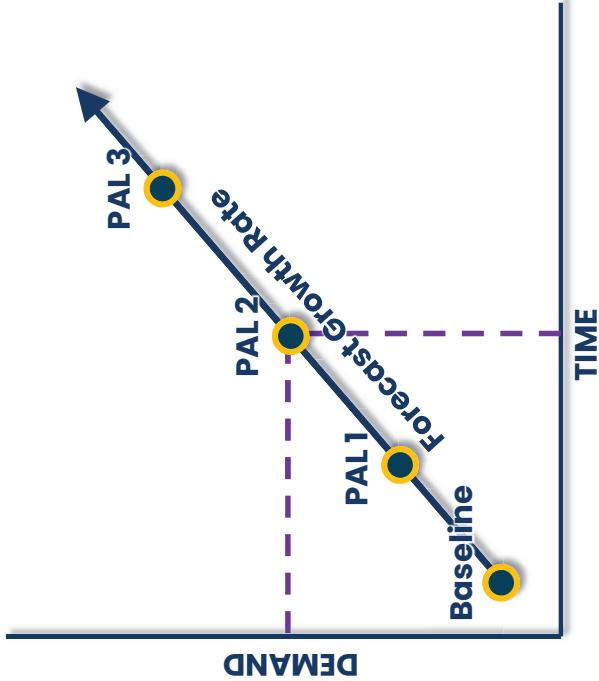
A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.

Facility Requirements

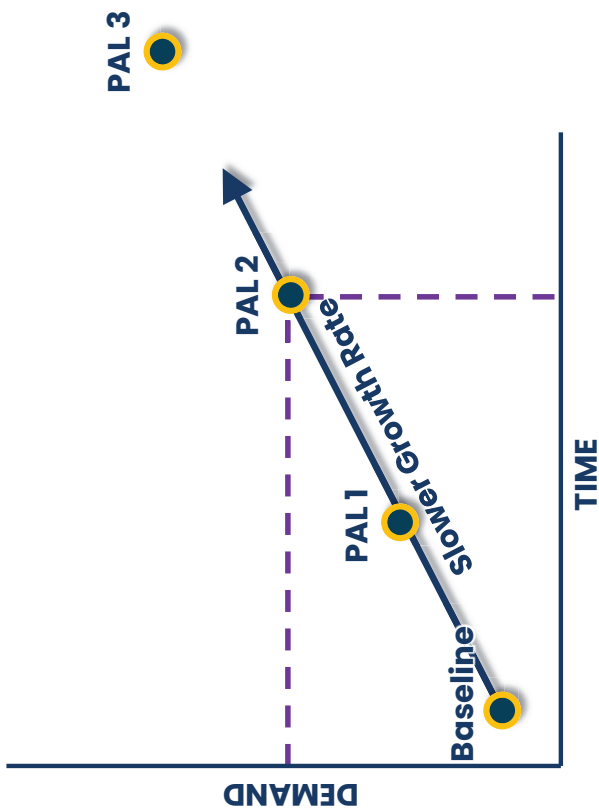
ANC MASTER PLAN

Planning Activity Levels (PALs)

Forecast Growth



Slower Growth

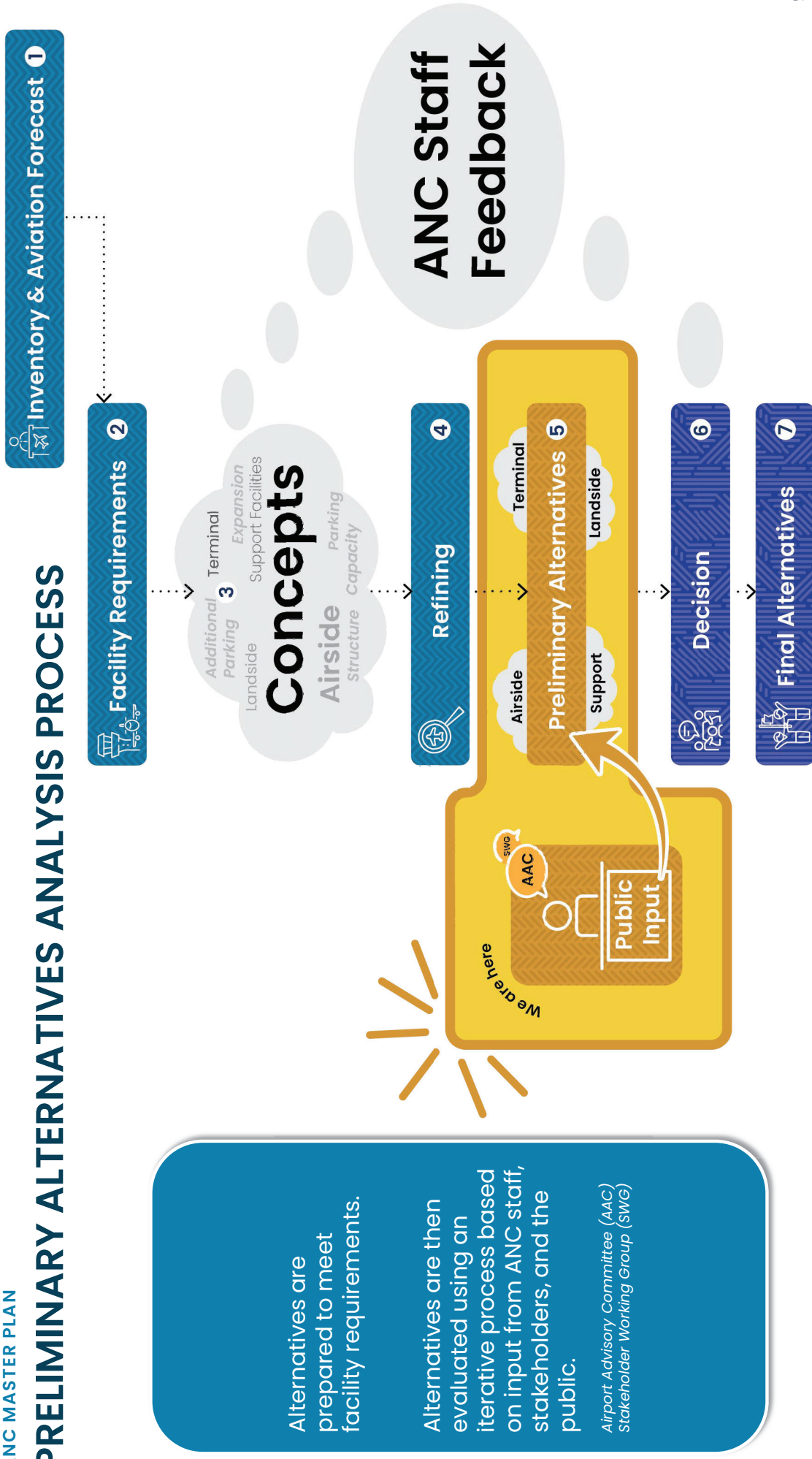


ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- **Requirements Summary & Preliminary Alternatives**
- Next Steps



PRELIMINARY ALTERNATIVES ANALYSIS PROCESS



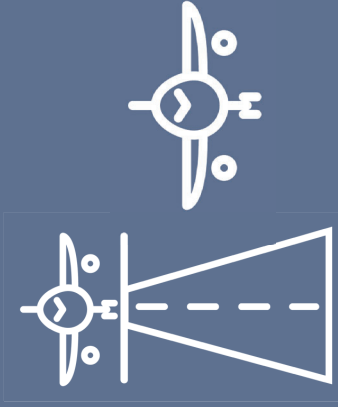
Alternatives are prepared to meet facility requirements.

Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

*Airport Advisory Committee (AAC)
Stakeholder Working Group (SWG)*

FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



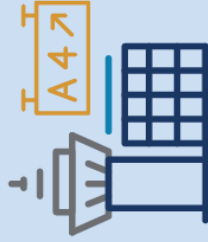
2. Terminal



3. Landside

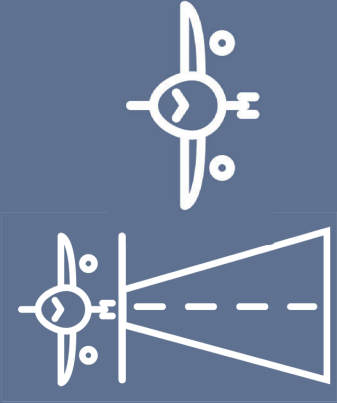


4. Support Facilities



FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities

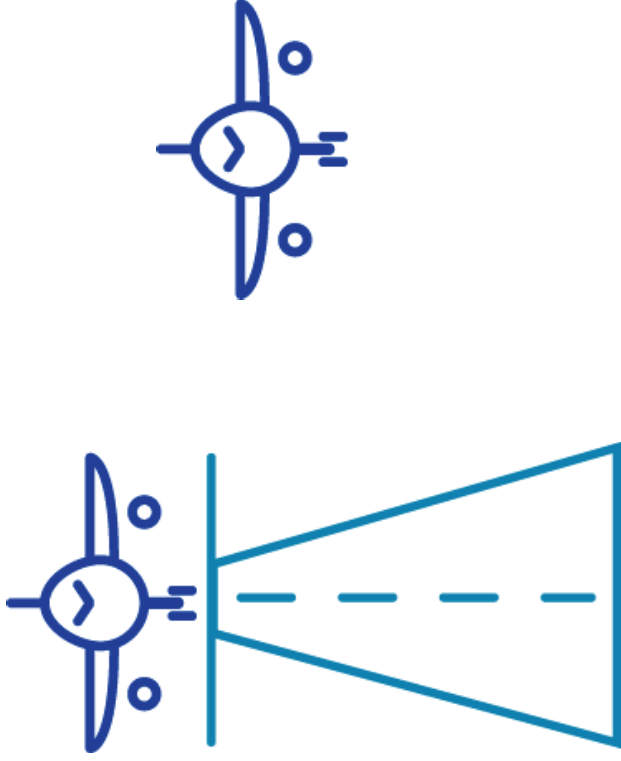


Facility Requirements Summary

Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

Taxiway Requirements

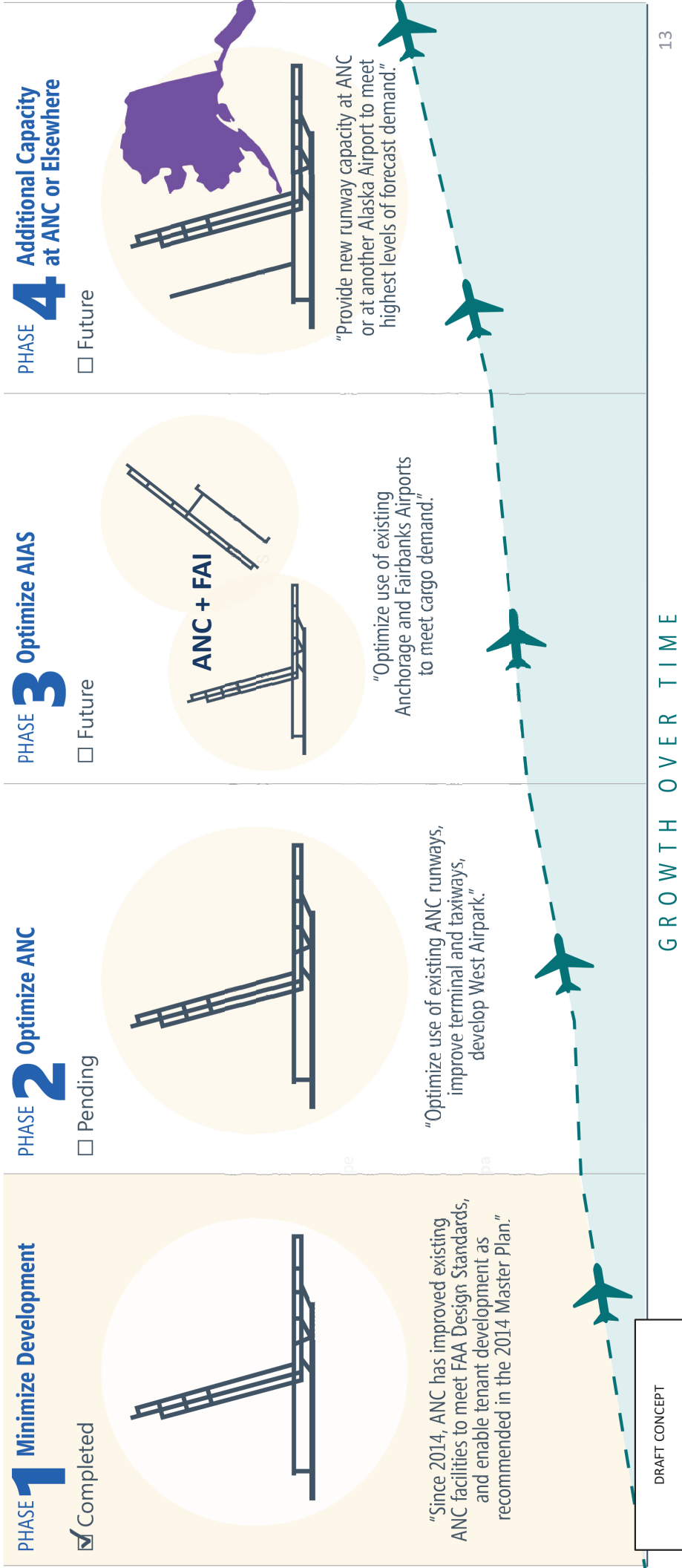


Air Cargo Aircraft Parking Requirements

Airside – Runways

ANC MASTER PLAN

Preliminary Runway Alternative



Facility Requirements Summary

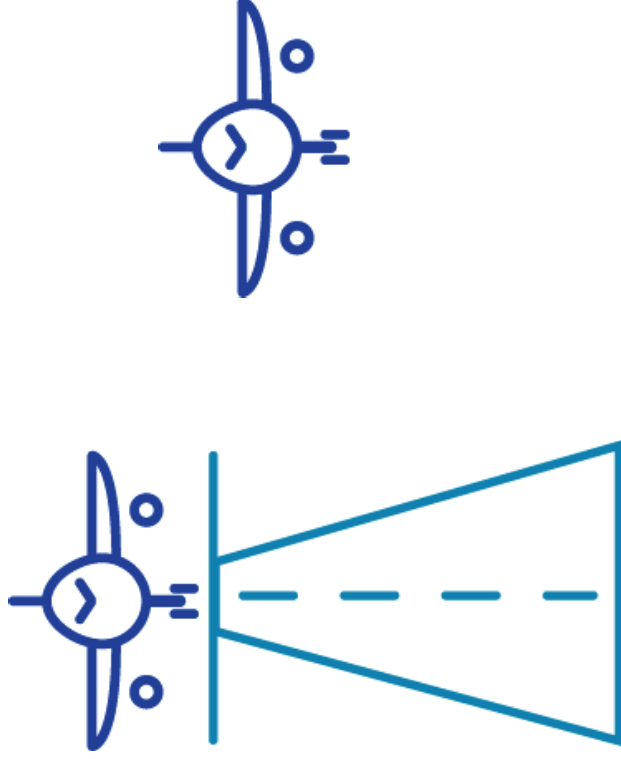
Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

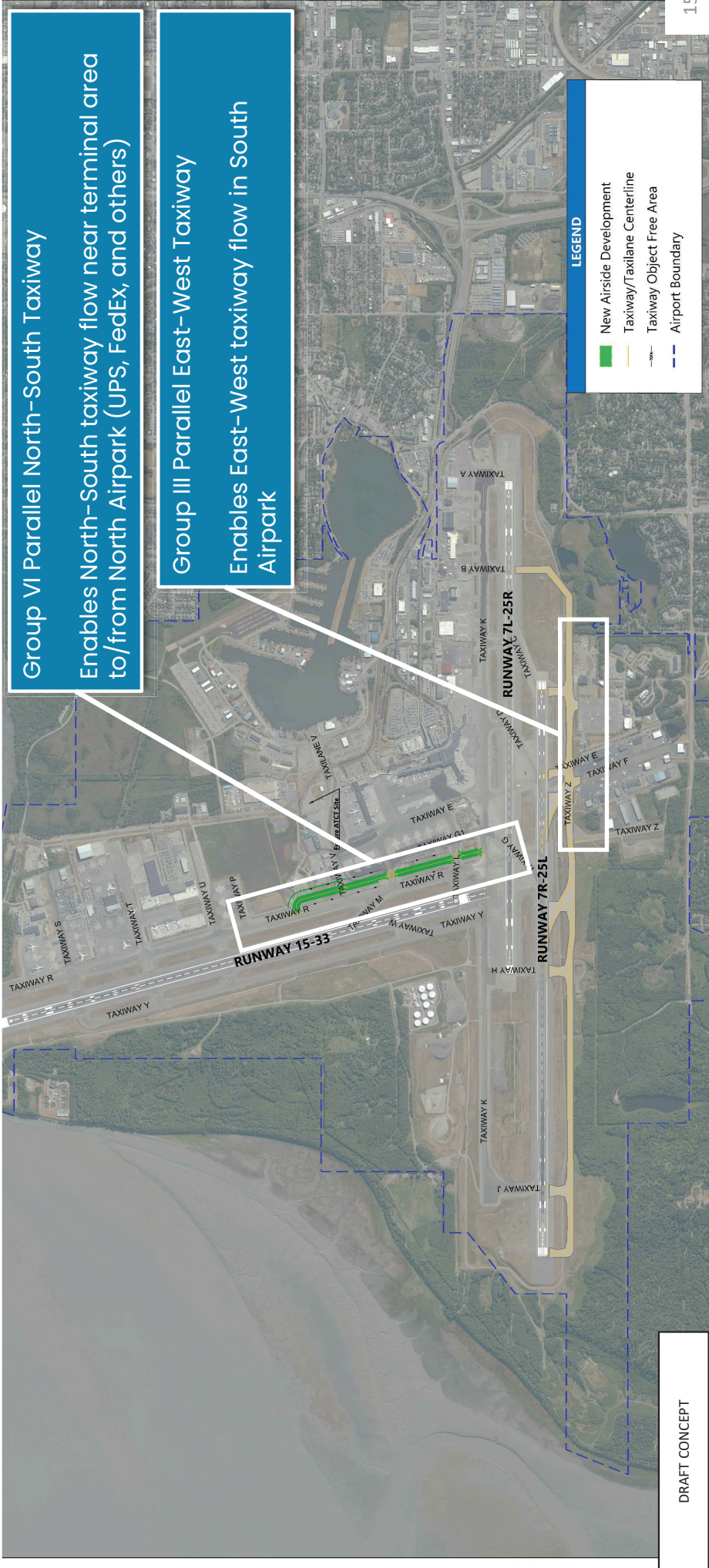
Taxiway Requirements

- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

Air Cargo Aircraft Parking Requirements



Preliminary Taxiway Alternatives



Facility Requirements Summary

Runway Requirements

- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

Taxiway Requirements

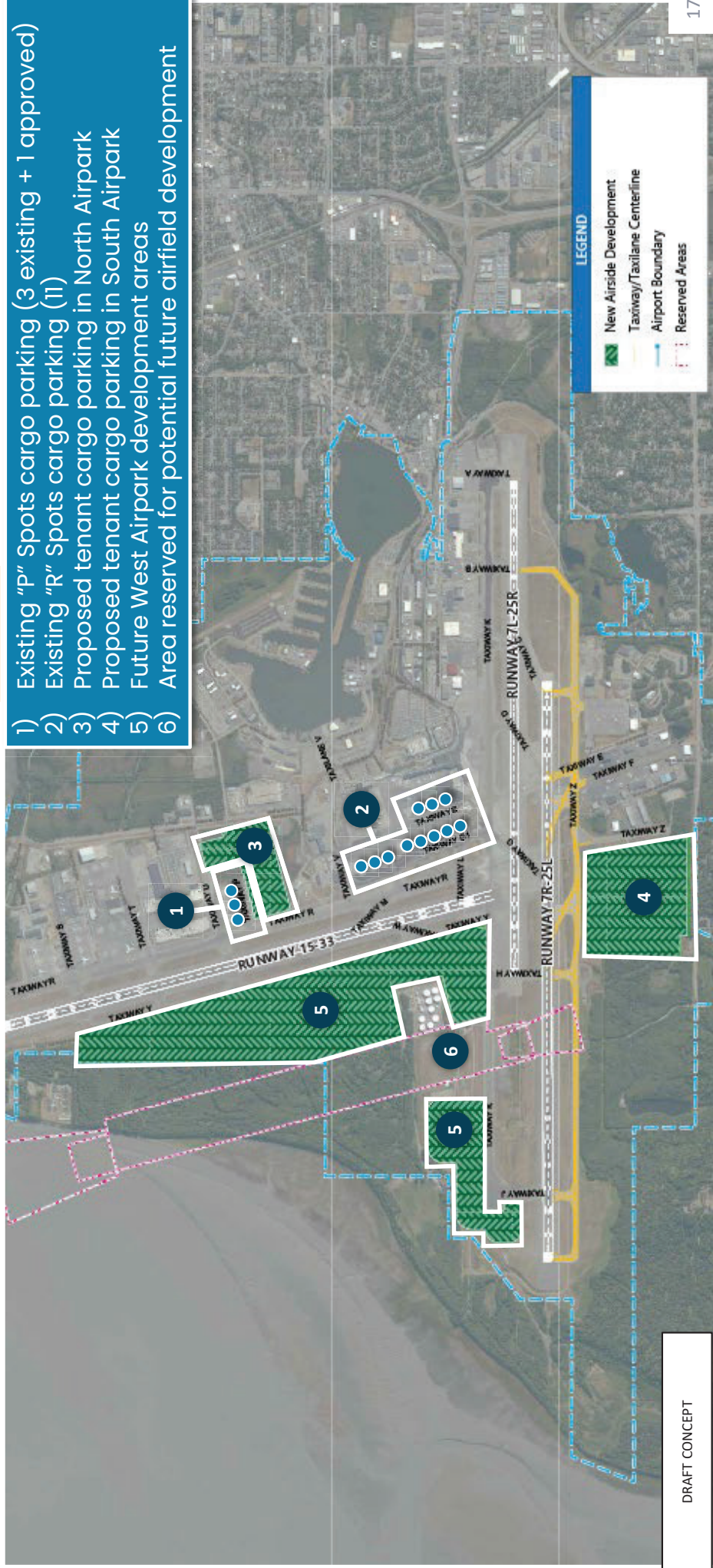
- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

Air Cargo Aircraft Parking Requirements

- Existing/PAL 1: Additional aircraft parking required to accommodate air cargo tech stop demand (tenant development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.

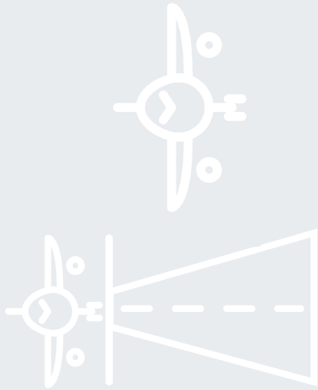
Preliminary Air Cargo Alternatives

- 1) Existing "P" Spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" Spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development



FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



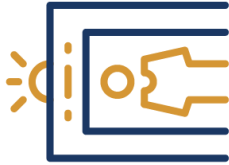
4. Support Facilities



Terminal

ANC MASTER PLAN

Facility Requirements Summary



Terminal Gate Requirements Summary

- PAL 1: 1–3 additional/improved gates required
- PAL 3: 8 additional gates required

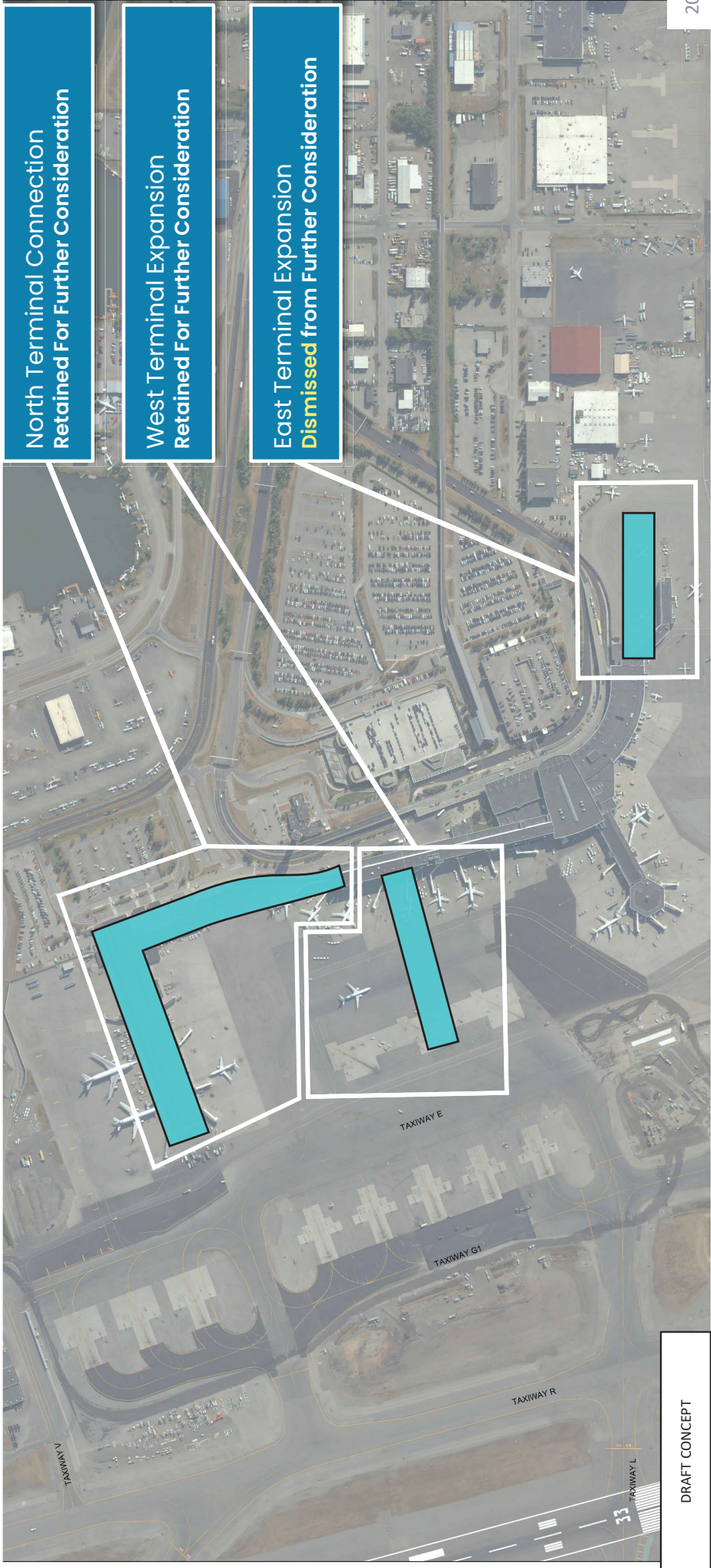
Terminal Building Requirements Summary

- Existing/PAL 1: Additional security checkpoint lanes and additional outbound baggage make-up space.
- PAL 3: Additional airline ticketing space and outbound baggage screening space.

Terminal

ANC MASTER PLAN

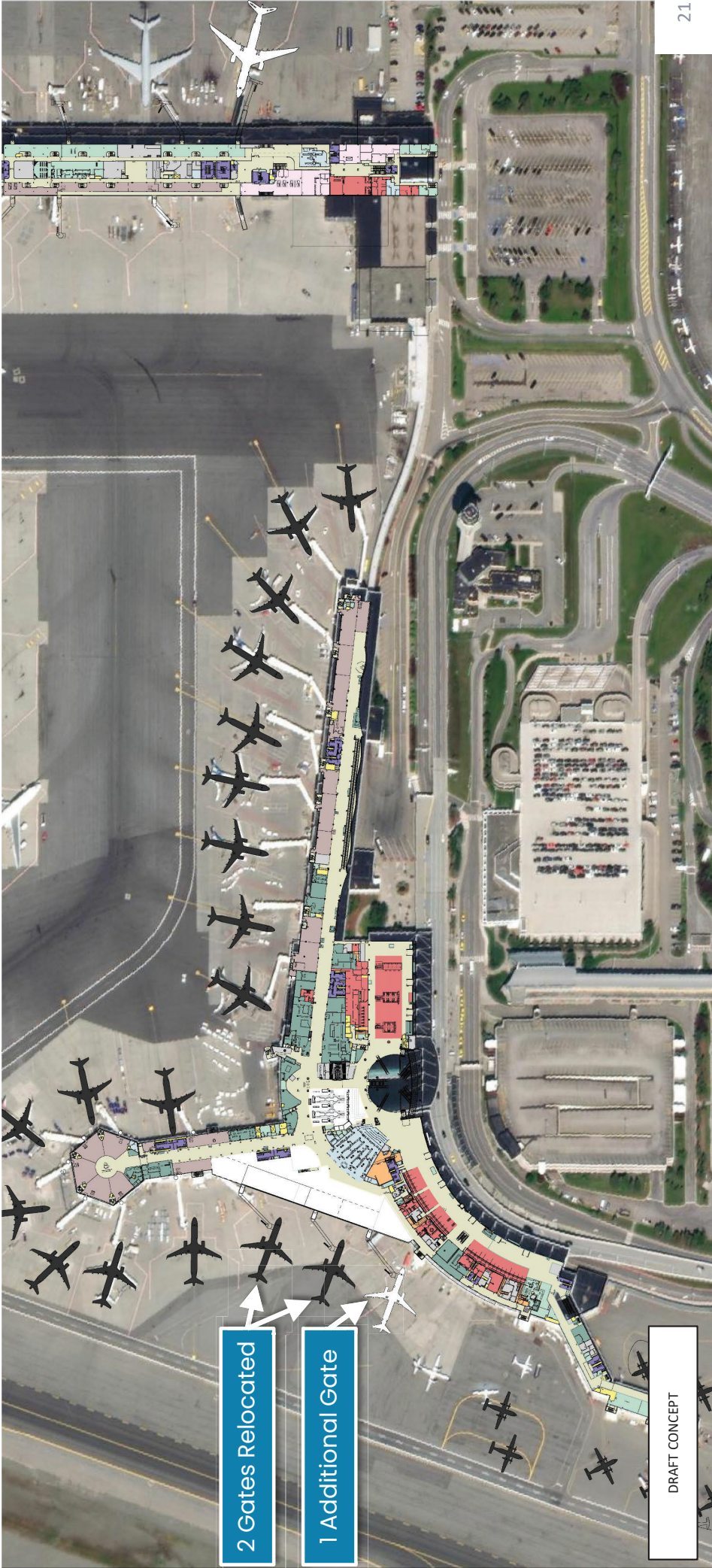
Initial Terminal Alternatives



Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives:
Near-Term B Concourse "Bump Out"



DRAFT CONCEPT

Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives:
Near-Term B Concourse "Bump Out"



Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives:
Mid/Long-Term Option 1: D Concourse

New "D" Concourse enhances South Terminal and provides new international arrivals processing

Adds 8 new jet gates to South Terminal including wide body international gates



DRAFT CONCEPT

GATE COUNT:	Regional	ADG III	ADG V
A/L Concourse	11	-	-
B Concourse	-	8	1
C/D Concourse	-	15	2
E Concourse	-	-	-
North Terminal	-	-	-
TOTAL	11	23	3
GRAND TOTAL: 37			

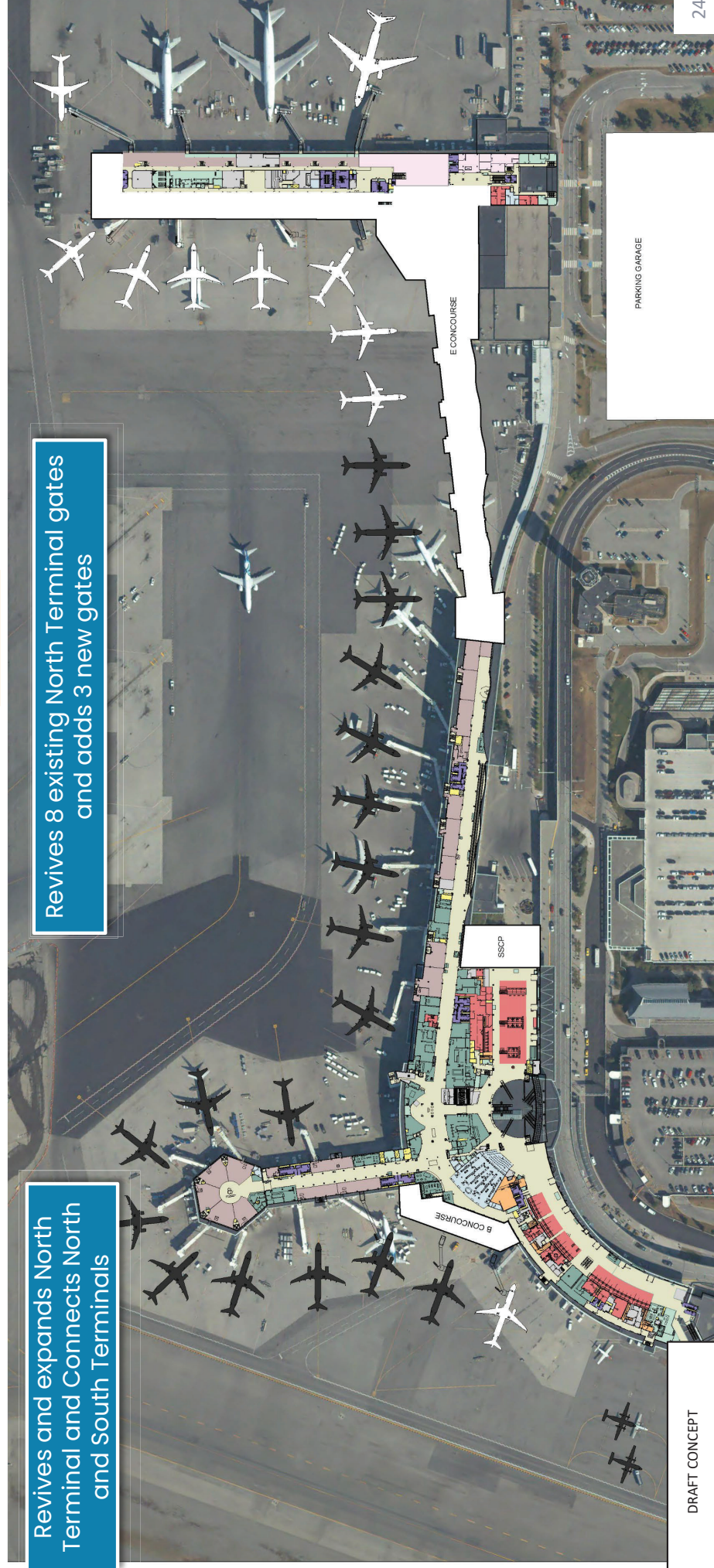
Terminal

ANC MASTER PLAN

Preliminary Terminal Alternatives: Mid/Long-Term Option 2: E Concourse/North Terminal

Revives and expands North Terminal and Connects North and South Terminals

Revives 8 existing North Terminal gates and adds 3 new gates

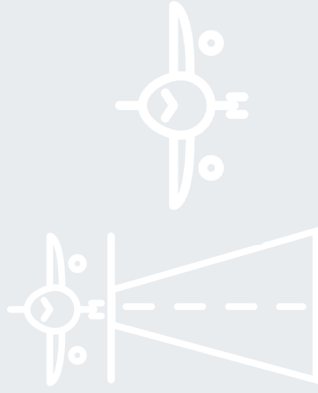


DRAFT CONCEPT

PARKING GARAGE

FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support Facilities



Facility Requirements Summary

Vehicle Parking Requirements

- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2,000 additional vehicle parking spaces required to accommodate demand for travelers and employees.

Terminal Roadway Requirements

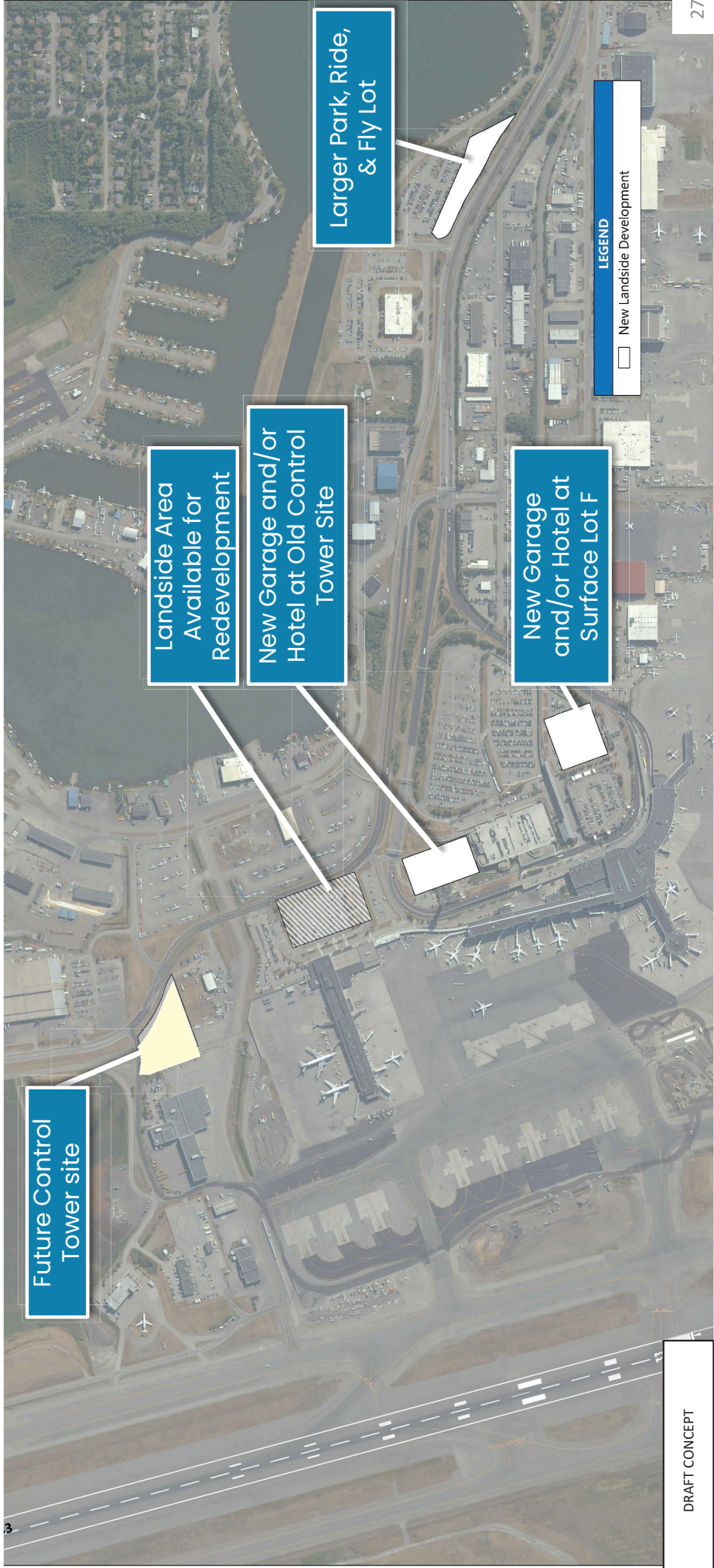
- PAL 3: Terminal loop roadway congestion occurs during peak periods.



Landside

ANC MASTER PLAN

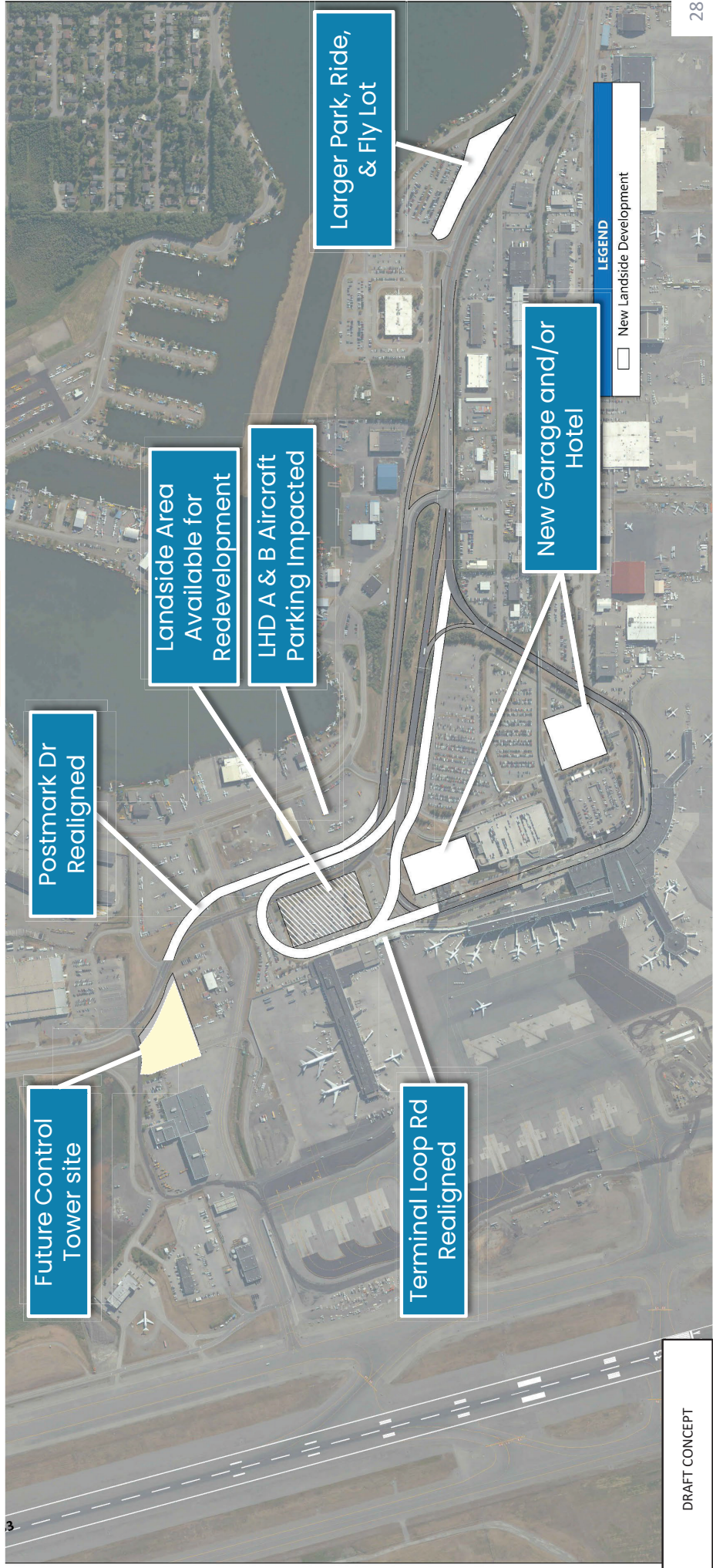
Preliminary Landside Alternatives
Option 1 – Existing Loop Road



Landside

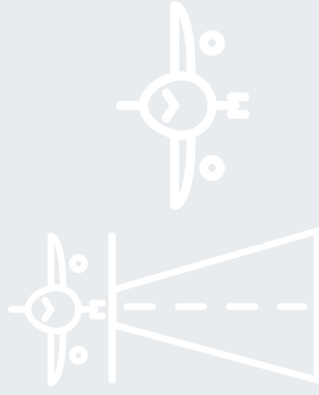
ANC MASTER PLAN

Preliminary Landside Alternative
Option 2 – New Loop Road



FACILITY REQUIREMENTS AND PRELIMINARY ALTERNATIVES

1. Airside



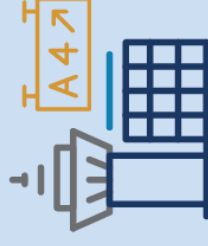
2. Terminal



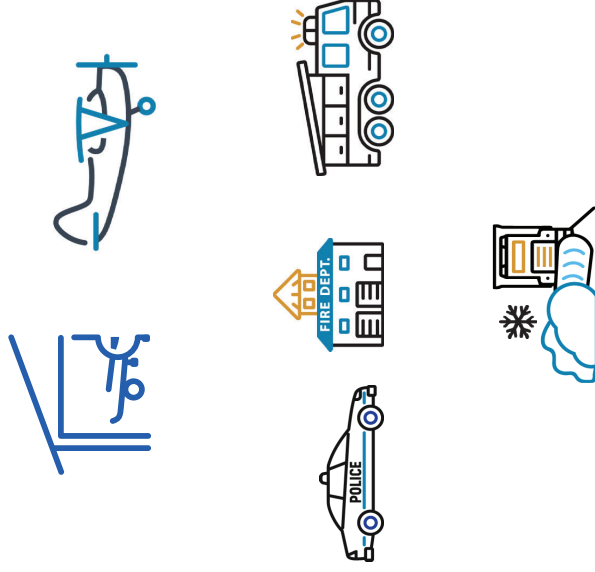
3. Landside



4. Support Facilities



Support Facilities



ANC MASTER PLAN

Facility Requirements Summary

General Aviation (GA) Requirements

- Existing/PAL 1: 3 acres of additional GA development required to accommodate demand.
- PAL 3: 10 acres of additional GA development required to accommodate demand.

Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

- Existing/PAL 1: Facility is 30 years old – expansion and modernization required to accommodate existing safety and security functions.

Snow Storage Requirements

- Ongoing: Ample and efficiently located snow storage area as new development is constructed.

Support Facilities

ANC MASTER PLAN

Preliminary S. Airpark Alternative



Preliminary ARFF/Police Station Alternative

Renovate and Expand ARFF/Police Station 1

- Consolidated dispatch functions
- Improved and modernized facilities for airport safety and security
- Accommodations for 24-hour facility staffing



ANC MASTER PLAN PUBLIC MEETING #3

- Activities to Date
- Requirements Summary & Preliminary Alternatives
- **Next Steps**



Next Steps:

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Public Meeting #4: TBD and Master Plan Finalization Before Adoption

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Attachment B

Meeting Materials

Posters

FAQ

Fact Sheet

Info Cards



Welcome to the **ANC** Master Plan

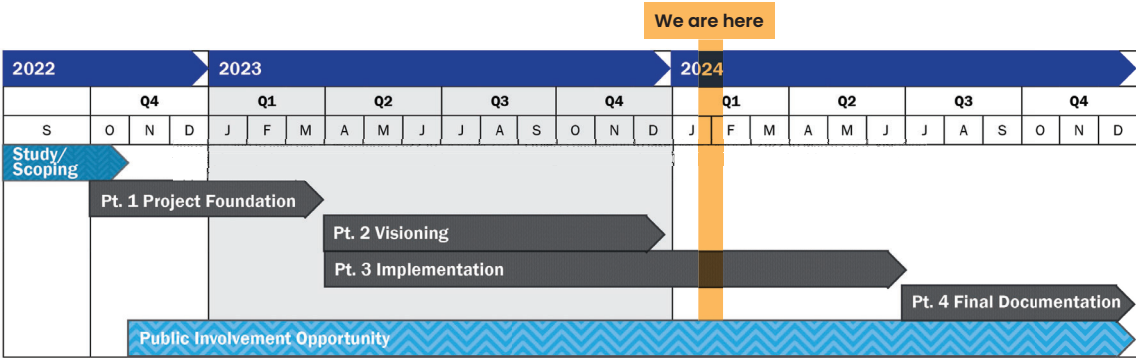
TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport (ANC).

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

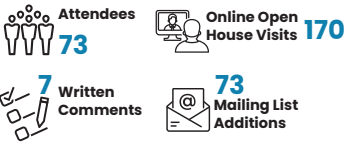
FEBRUARY 2024

MASTER PLAN PROCESS OVERVIEW & SCHEDULE

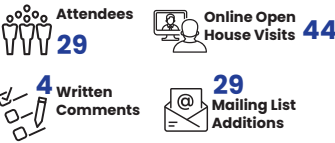


The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

Public Meeting #1



Public Meeting #2



Public Meeting #3

We Are Here! February 6, 2024

Public Meeting #4

TBD between April and October 2024.



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of Airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES



The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Aviation Forecast

Forecast Summary

ANC

1. **More takeoffs and landings:**

ANC is a busy airport with about 226,000 operations per year. The forecast anticipates 100,000 additional operations in 20 years.

2. **More passengers:**

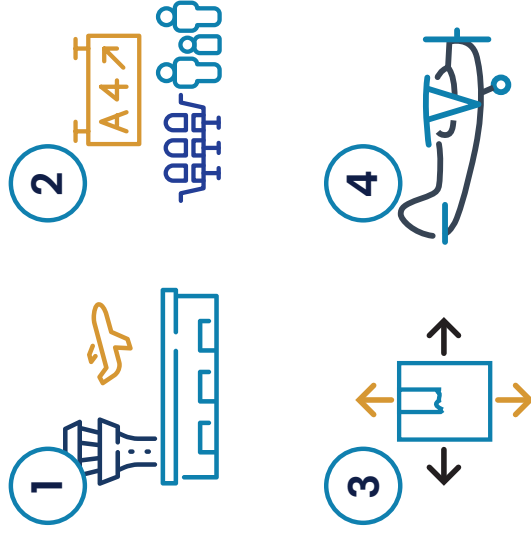
ANC is expected to grow from 2.6 million enplanements in 2022 to 4.1 million enplanements in 2042.

3. **ANC will continue to be a critical cargo stop:**

ANC has an essential role in the Asia-America air cargo market that is unlikely to change in the future.

4. **General aviation will grow slowly:**

ANC is expected to see modest general aviation growth in line with other U.S. airports.



Aviation Forecast

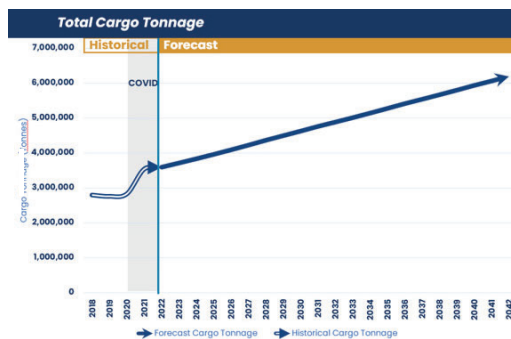


To view the full Aviation Forecast, scan the QR code with your smartphone or visit

ancmpuonline.com/supplemental.

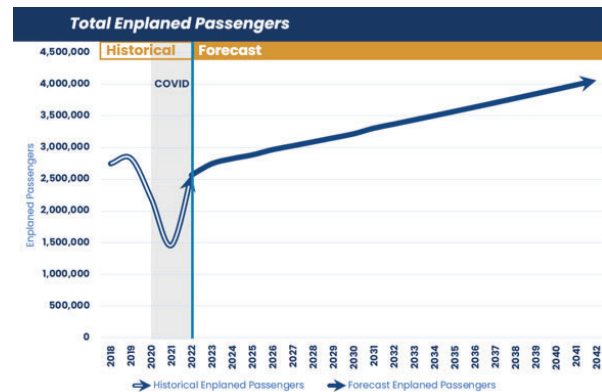
Aviation Forecast: Cargo, General Aviation, Operations, & Passenger Activity

Cargo



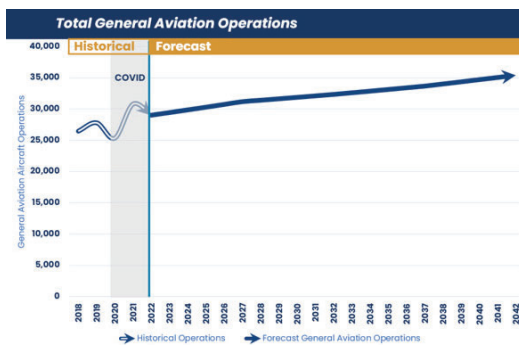
Anticipated rate of growth for cargo is 2.8% per year over a 20-year planning period. (ANC was the world's 3rd busiest cargo airport in 2022 at 3.6 million tonnes.)

Passenger Activity



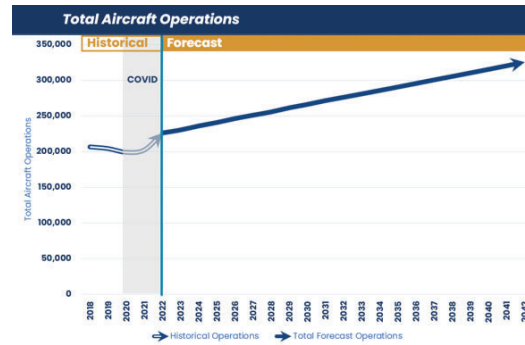
Anticipated rate of growth for passengers is 2.3% per year over the 20-year planning period.

General Aviation



Anticipated rate of growth for general aviation is 1.0% per year over the 20-year planning period.

Operations



Anticipated rate of growth for operations is 1.8% per year over the 20-year planning period.



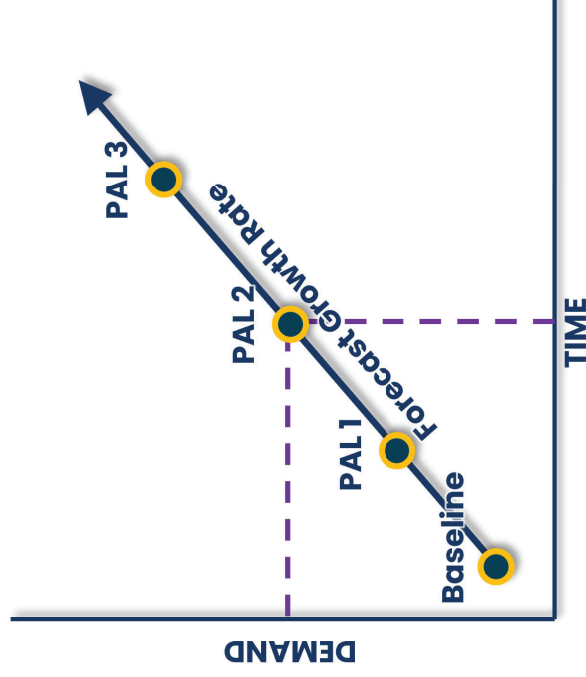
Aviation Forecast

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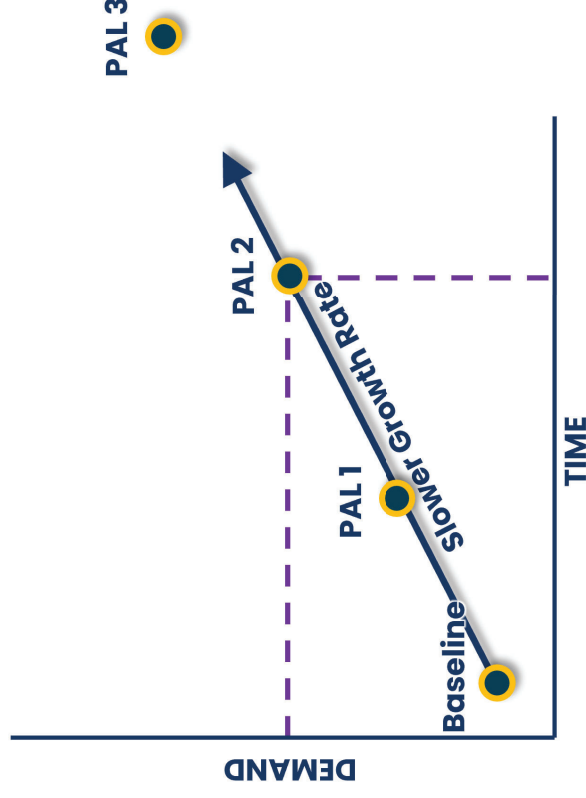
Facility Requirements

Planning Activity Levels (PALs)

Forecast Growth



Slower Growth

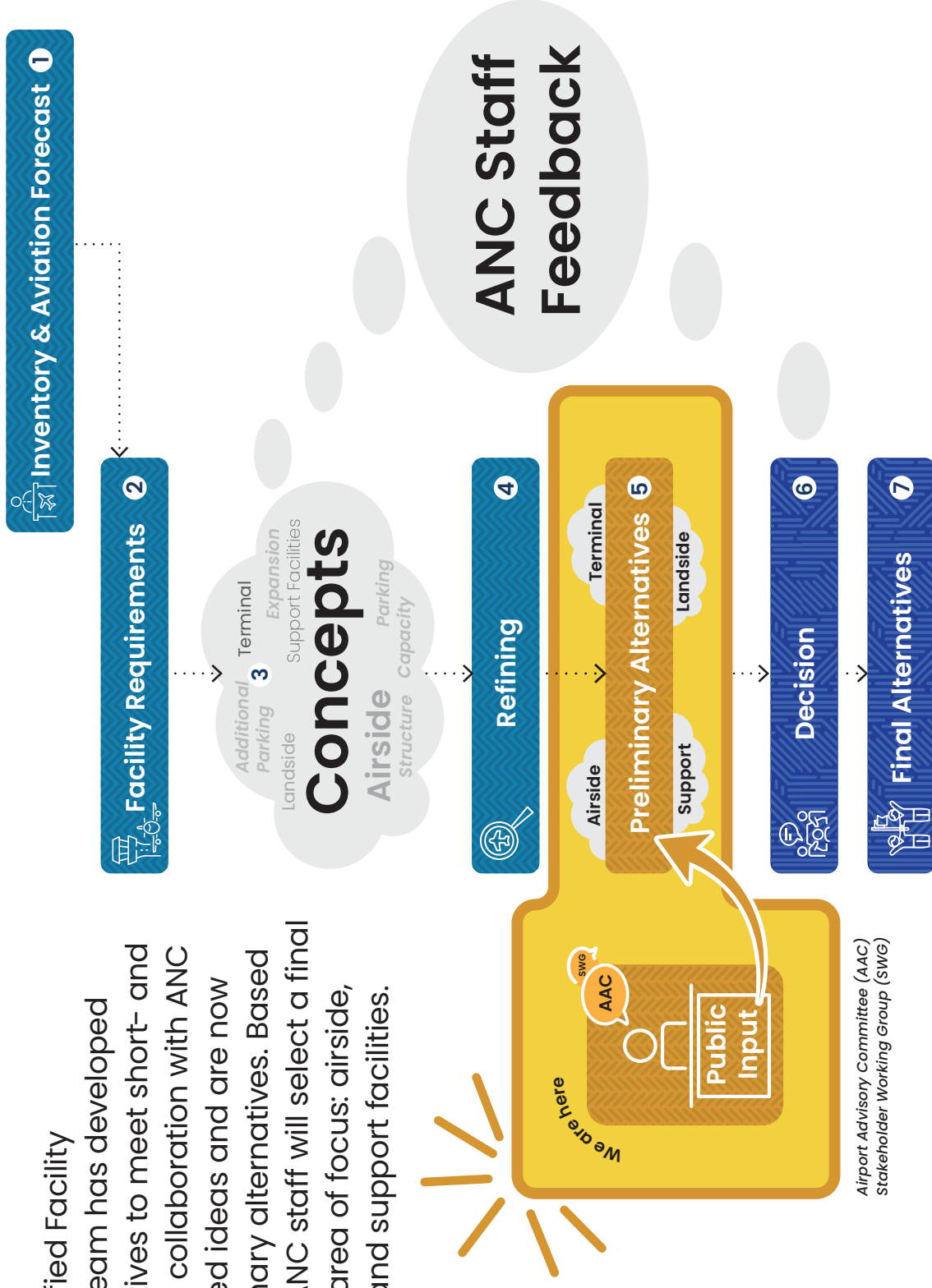


Facility Requirements

To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Preliminary Alternatives

Based on the identified Facility Requirements, the team has developed preliminary alternatives to meet short- and long-term needs. In collaboration with ANC staff, we've evaluated ideas and are now sharing our preliminary alternatives. Based on your feedback, ANC staff will select a final alternative in each area of focus: airside, terminal, landside, and support facilities.



Facility Requirements Summary

Runway Requirements

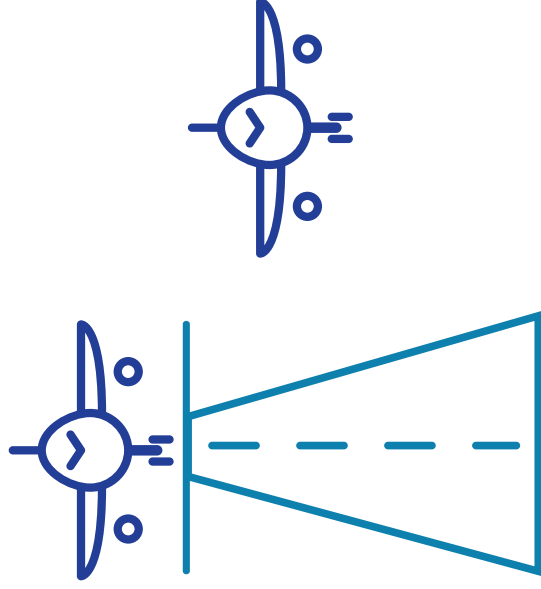
- Existing three-runway airfield is sufficient for now through PAL 2.
- Additional capacity is required by PAL 3.

Taxiway Requirements

- Airfield becomes congested during peak periods – key congestion areas include the Terminal and South Airpark.
- Lack of dual parallel taxiways results in extra runway crossings and airfield delay.

Air Cargo Aircraft Parking Requirements

- Existing/PAL 1: Additional aircraft parking required to accommodate air cargo tech stop demand (NorthLink development anticipated to help accommodate this demand).
- PAL 3: Terminal area becomes congested with air cargo aircraft operations.

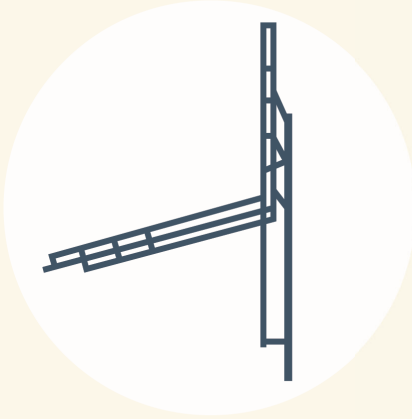


Airside – Runways

Preliminary Runway Alternative

PHASE 1 Minimize Development

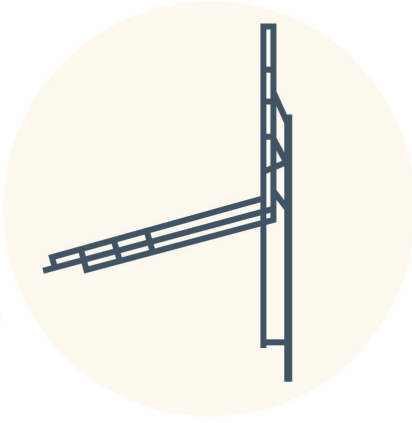
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

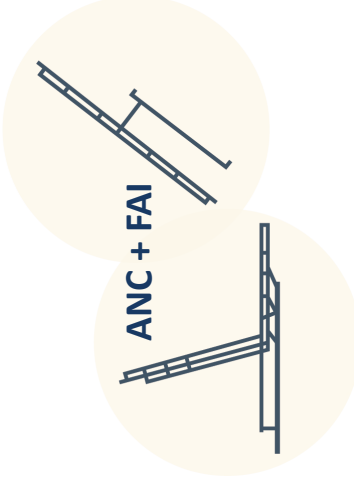
☐ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

☐ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



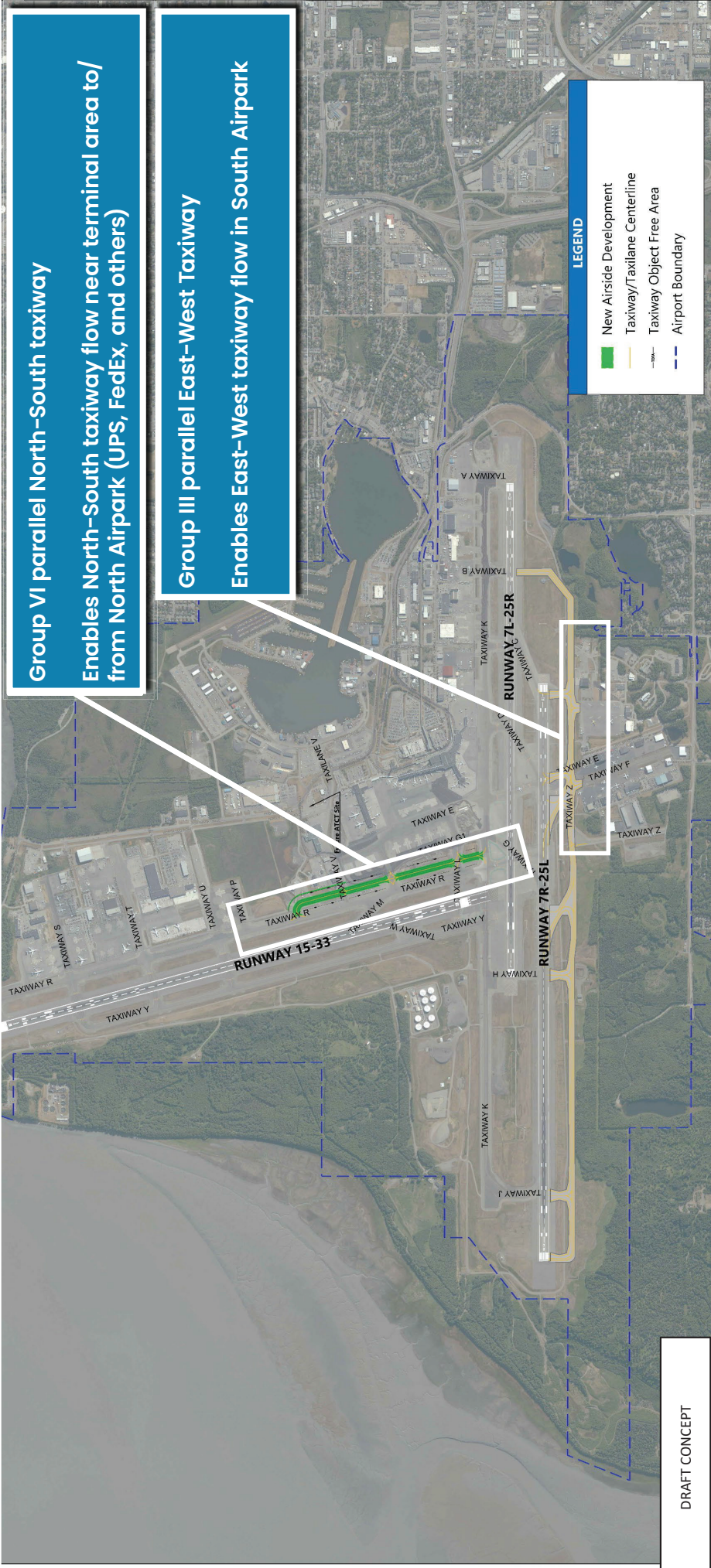
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

DRAFT CONCEPT

G R O W T H O V E R T I M E

Airside - Taxiway

Preliminary Taxiway Alternatives



Preliminary Cargo Alternatives



Terminal

Facility Requirements Summary

ANC

Terminal Gate Requirements Summary

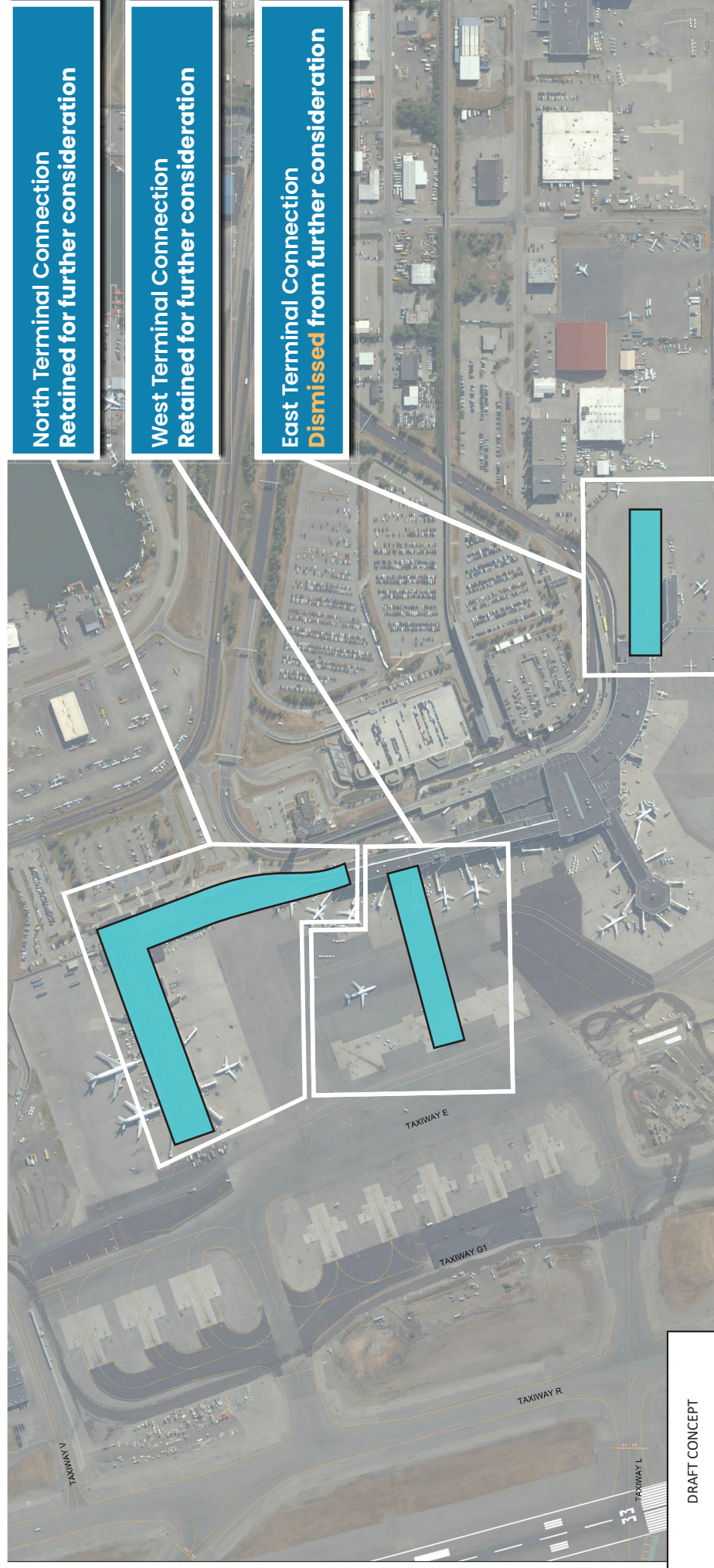
- PAL 1: 1-3 additional gates required
- PAL 3: 8 additional gates required

Terminal Building Requirements Summary

- Existing/PAL 1: Additional security checkpoint lanes and additional outbound baggage make-up space.
- PAL 3: Additional airline ticketing space and outbound baggage screening space.



Initial Terminal Alternatives

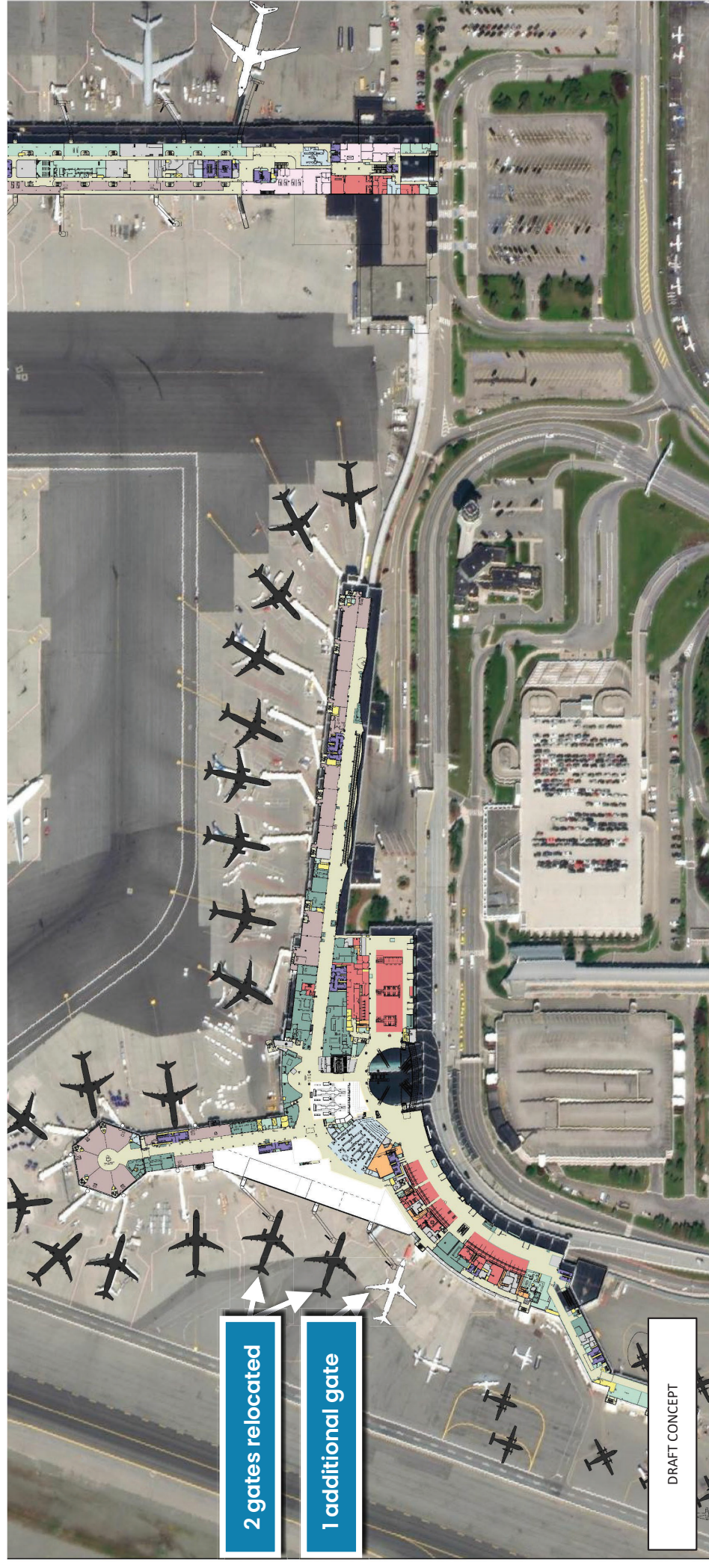


ANC MASTER PLAN

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"

ANC



ANC MASTER PLAN

Terminal

Preliminary Terminal Alternatives: Near-Term B Concourse "Bumpout"

ANC



Terminal

Preliminary Terminal Alternatives: Mid/Long-Term Option 1: D Concourse

New "D" Concourse enhances south terminal and provides new international arrivals processing

Adds 8 new jet gates to south terminal including wide body international gates



ANC MASTER PLAN

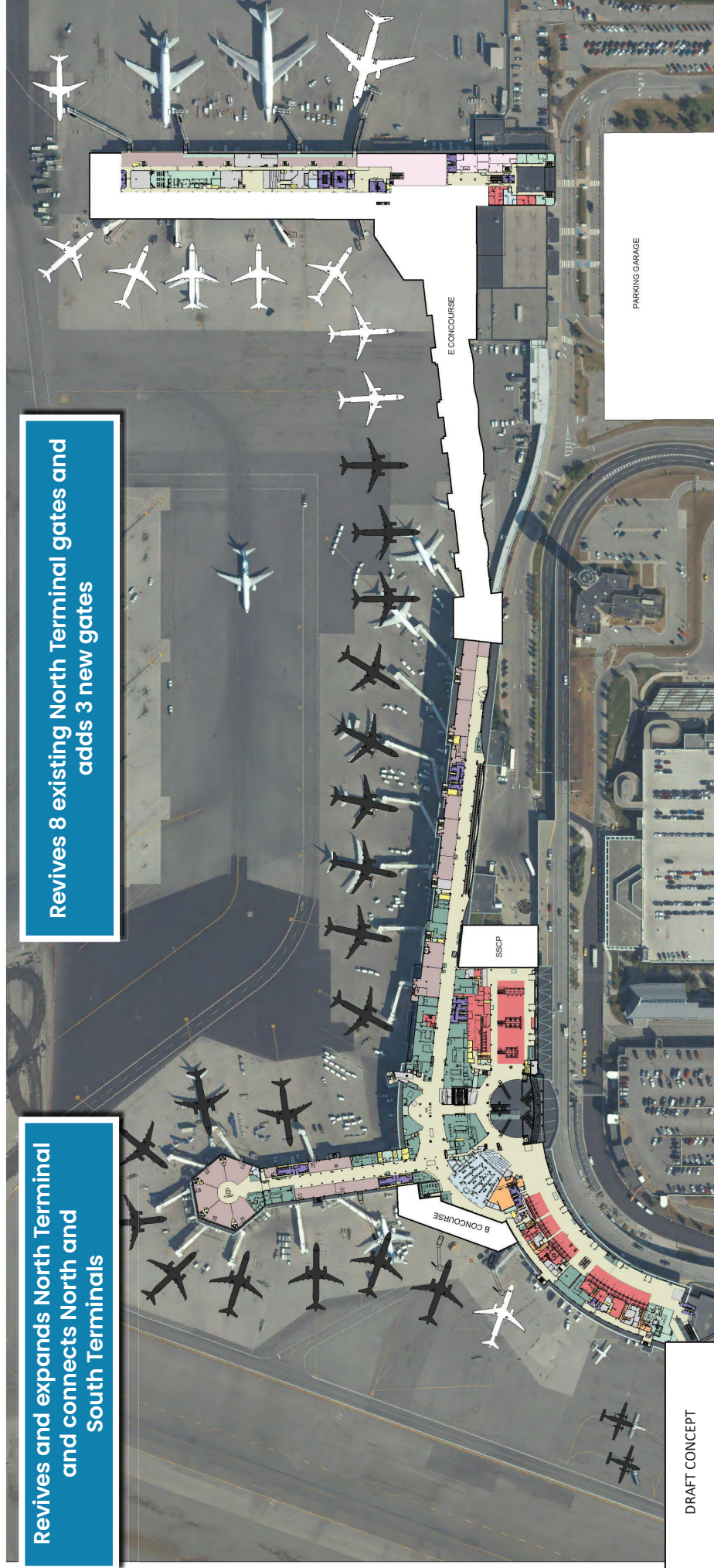
Terminal

Preliminary Terminal Alternatives: Mid/Long-Term Option 2: E Concourse/North Terminal

ANC

Revives and expands North Terminal
and connects North and
South Terminals

Revives 8 existing North Terminal gates and
adds 3 new gates



DRAFT CONCEPT

Facility Requirements Summary

Vehicle Parking Requirements

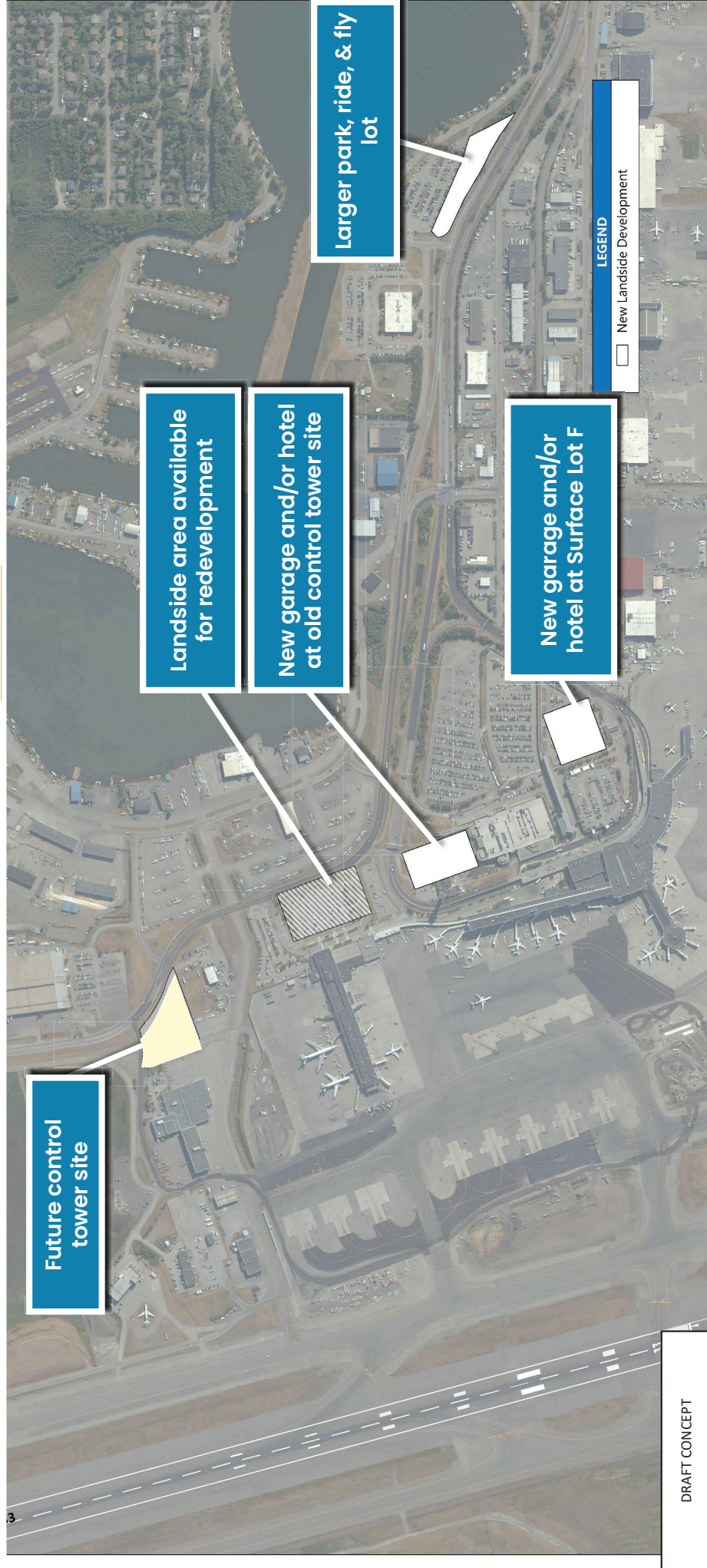
- Existing/PAL 1: 600 additional vehicle parking spaces required to accommodate demand for travelers.
- PAL 3: 2000 additional vehicle parking spaces required to accommodate demand for travelers and employees.

Terminal Roadway Requirements

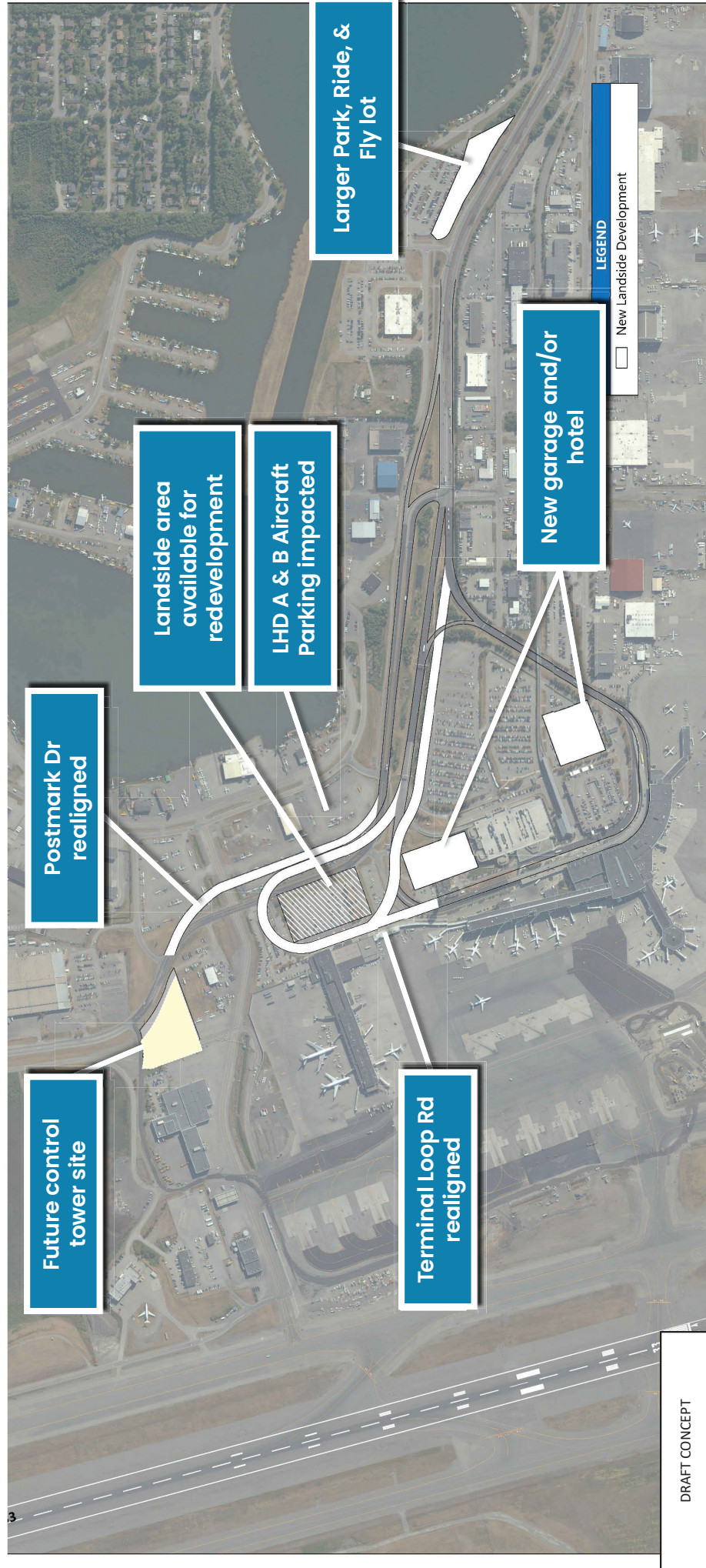
- PAL 3: Terminal loop roadway congestion occurs during peak periods



Preliminary Landside Alternatives: Option 1 – Existing Loop Road



Preliminary Landside Alternatives: Option 2 – New Loop Road



Support Facilities

Facility Requirements Summary

General Aviation (GA) Requirements

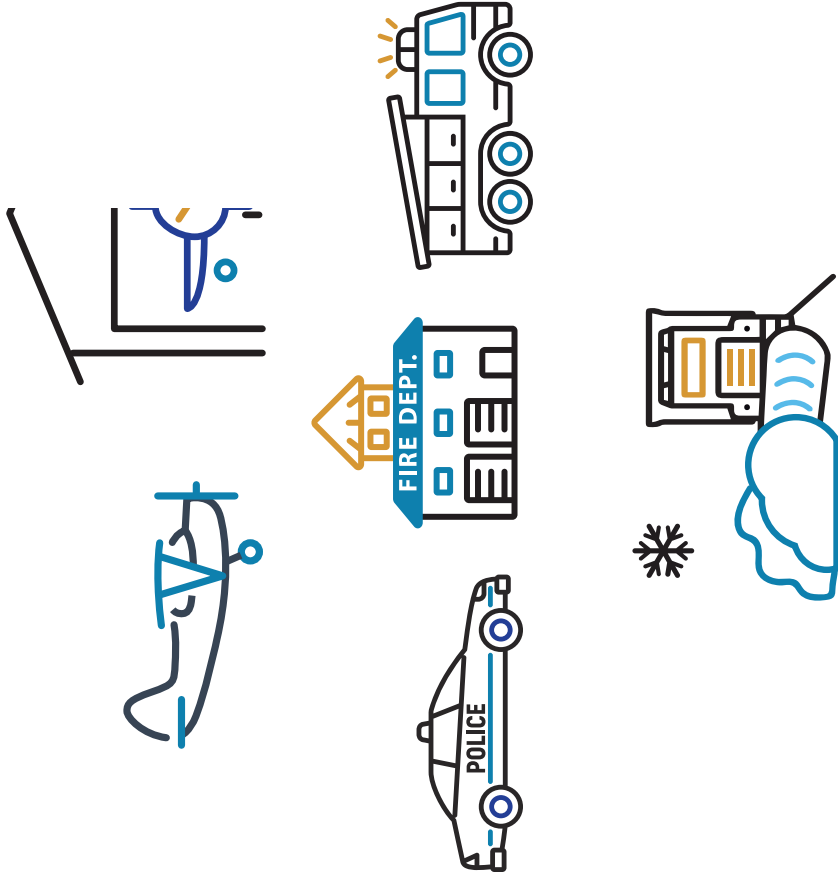
- Existing/PAL 1: 3 acres of additional GA development required to accommodate demand.
- PAL 3: 10 acres of additional GA development required to accommodate demand.

Aircraft Rescue & Fire Fighting (ARFF)/Police Facility Requirements

- Existing/PAL 1: Facility is 30 years old – expansion and modernization required to accommodate existing safety and security functions.

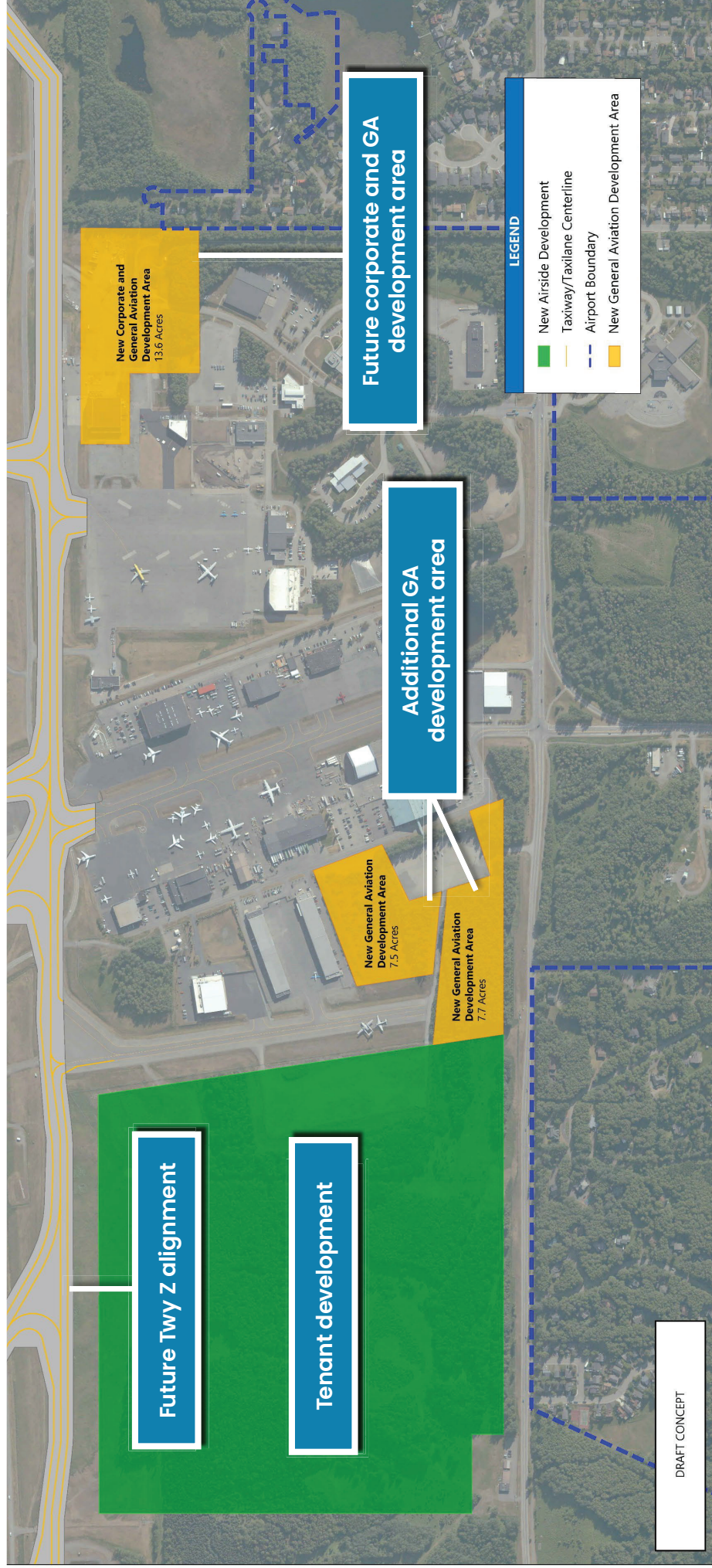
Snow Storage Requirements

- Ongoing: Ample and efficiently located snow storage area as new development is constructed.



Support Facilities

Preliminary S. Airpark Alternative



Support Facilities

Preliminary Aircraft Rescue and Fire Fighting (ARFF)/Police Station Alternative

Renovate and Expansion ARFF/Police Station 1

- Consolidated dispatch functions
- Improved and modernized facilities for airport safety and security
- Accommodations for 24-hour facility staffing





ANC MASTER PLAN

COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

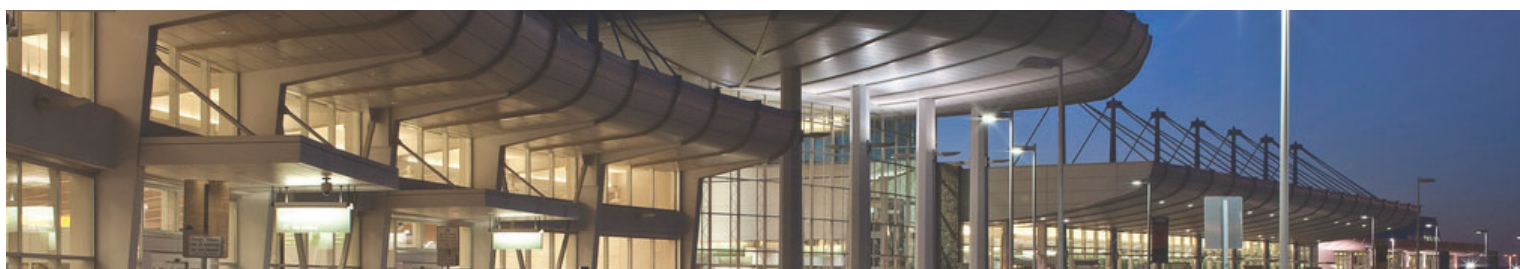
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

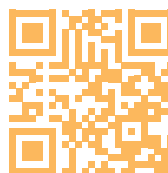
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



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to visit our website at ancmpu.com!



Contact

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Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) needs a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Schedule

The Master Plan Update is anticipated to take roughly 28 months to complete, starting in September 2022 with a final completion date of December 2024.

The schedule may change. The best way to stay up to date is to sign up for email updates.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Goals

Goals that guide the Master Plan Update include:

1. Safety
2. Efficiency
3. Environmental Sustainability
4. Fiscal Sustainability
5. Land Management
6. Communication
7. Resilience
8. Objectives

Public Involvement Program

In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions and that public input will help make the Master Plan Update a success.

Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.

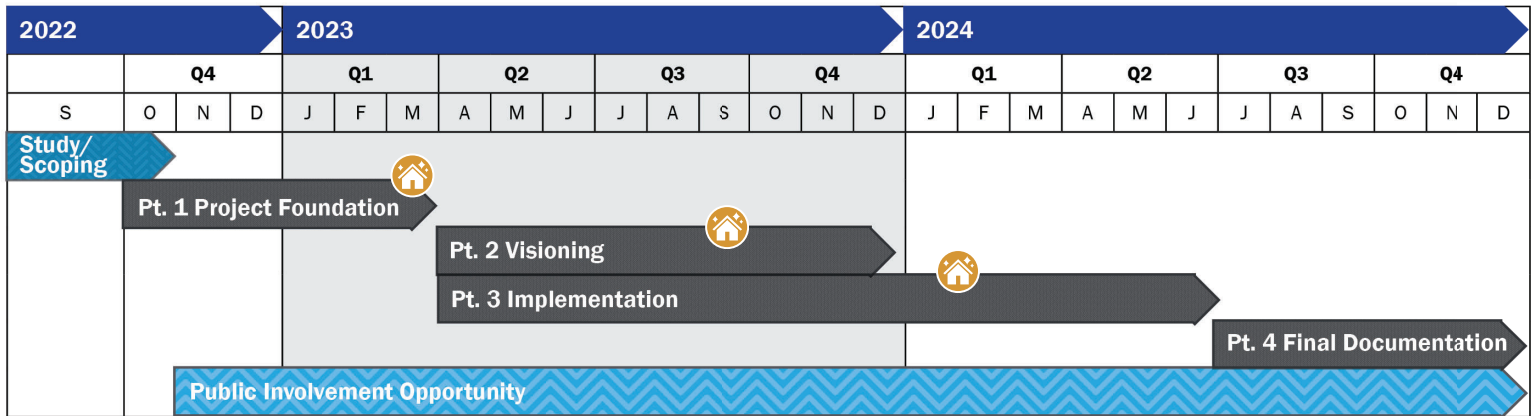


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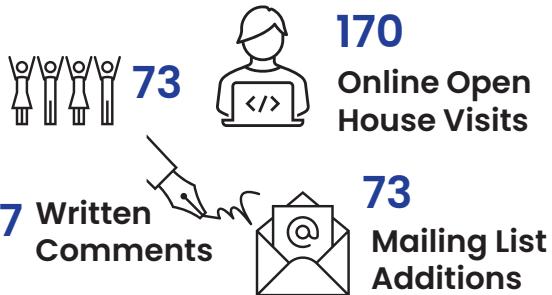
Ted Stevens Anchorage International Airport Master Plan Update Project Schedule



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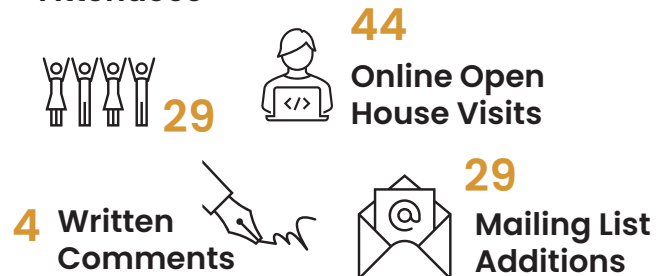
Public Meeting # 1: May 2023

Attendees



Public Meeting # 2: September 2023

Attendees



Public Meeting # 3: February 2024

We Are Here



Public Meeting # 4

TBD between April and October 2024



Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Contact Us

Questions? Comments?

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Email Announcement

Email One-Week Reminder

Email Public Meeting and Online Open House Today Reminder

[View this email in your browser](#)

Anchorage Airport Master Plan Update Public Meeting Notice



What does the future of ANC look like? Join us to help inform the vision.

Ted Stevens Anchorage International Airport (ANC) Master Plan Update: Notice of Public Meeting #3 and Online Open House – Preliminary Alternatives

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update. We want to hear from you! Learn more about the preliminary alternatives, and share your feedback.

You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.



Public Meeting Details

Date & Time

Tuesday, February 6, 2024
5:30 - 7:30 PM
Presentation at 5:45 PM

Location

Coast Inn at Lake Hood
Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us during our online open house to view the materials from February 6 to 20, 2024 at www.ancmpuonline.com.



Questions or comments?

Katherine Wood,
Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

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www.ancmpu.com

Special Accommodations

The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VII Nondiscrimination Policy:

[dot.alaska.gov/tvii_statement.shtml](#). To file a complaint, go to [dot.alaska.gov/evars/tvii_evi.shtml](#)

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

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Anchorage Airport Master Plan Update Public Meeting Notice

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[dot.alaska.gov/tvi_statement.shtml](#) To file a complaint, go to: [dot.alaska.gov/civrights/tvienvi.shtml](#)

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Anchorage Airport Master Plan Update Public Meeting Notice



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Anchorage People Mover Bus Route 40 or 65



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Helmet manufacturer: Mahomes' shattered lid in playoff game 'did its job'

Dave Skretta
Associated Press

KANSAS CITY, Mo. — The manufacturer of the helmet that Chiefs quarterback Patrick Mahomes shattered during their AFC wild-card game with Miami says it "did its job" by protecting the league MVP "during a head-to-head impact in unprecedented cold temperatures."

The game Saturday night was the fourth-coldest

in NFL history. The temperature at kickoff was minus-4 degrees Fahrenheit, and winds gusting to more than 25 mph made the wind chill approach minus-30 during the game.

"Extreme conditions like these are bound to test the limits of even the highest-performing products," Certor Sports, which makes the VICIS ZERO2 helmet that Mahomes was wearing, said in a statement

Wednesday.

Mahomes was scrambling toward the end zone in the second half of the Chiefs' 26-7 victory when he was hit by Dolphins safety DeShon Elliott. Their helmets clashed and, likely because of the extreme cold that made the outer shell brittle, a fist-sized chunk went flying from Mahomes' helmet just above the facemask covering his left eye. "They're testing it

right now," Mahomes said Wednesday, "but I'm adamant on getting the helmet after. It's something that's cool, I'll be able to keep for a long time. Like they said, it did its job. I was perfectly fine after."

The VICIS ZERO2 uses a proprietary multilayer technology that creates a "deformable outer shell," the company said, and that is wrapped around a stiffer inner shell. The design is

similar to that of car bumpers, which might appear to be inexpensive plastic at first glance but are in fact engineered to absorb and disperse energy at the point of impact.

The ZERO2 line, which includes specific models for linemen and quarterbacks, held the top five spots in testing this season by the NFL and NFLPA. The helmets also ranked highly in independent evaluations at

Virginia Tech.

"It is unusual for a football helmet to crack a shell, but we've had occurrences here in the lab and we generally test at ambient temperature," said Barry Miller, who helps direct the Virginia Tech Helmet Lab. "If you asked a football equipment room manager, you may find a different answer, as they see tons of helmets with plenty of impacts."

ALASKA AIRLINES CLASSIC

Mountain City Christian girls basketball team uses 3rd quarter surge to rally past Grace Christian, keep historic win streak alive



The Mountain City Christian Academy bench celebrates during the Lions' 54-44 victory over the Grace Christian Grizzlies during the Alaska Airlines Classic at West High on Tuesday. More photos, adn.com/sports

Josh Reed
Anchorage Daily News

The Mountain City Christian Academy girls basketball team is still getting used to a new name, head coach and life without star guard Sayvia Sellers. Despite all the turnover, the Lions have been able to carry over and maintain one constant: winning.

The two-time defending 4A state champions found themselves in unfamiliar territory Tuesday, trailing reigning 3A champion Grace Christian at halftime in the opening game of the 2024 Alaska Airlines Classic girls tournament at West High. But the Lions recovered from a shaky start to extend their historic win streak against Alaskan competition to 127 straight with a 54-44 victory over the

Grizzlies.

"It feels good to keep winning because everybody keeps doubting us," MCCA sophomore guard Keele Kronberger said.

The Lions trailed by five points at the end of each of the first two quarters and entered halftime down 24-19. They came firing out of the gates in the third quarter, outscoring the Grizzlies 17-2 to take a 36-26 lead into the fourth.

The first half was a slow start and we're still feeling out what offenses work for us," Mountain City head coach Alexia Novelli said. "We have such a long athletic team that I don't think most high school girls teams have, so trying to learn how best to use that

See CLASSIC, A16

Mayo kept cards close in Patriots' introductory press conference

Andrew Callahan
Boston Herald

FOXBOROUGH, Mass. — If there were any doubts Jerod Mayo will be his own man as head coach of the Patriots — not another ex-Bill Belichick assistant turned humorless, ineffectual impersonator — they should have died Wednesday.

Mayo broke from Belichick several times during his introductory press conference. Mayo interrupted Robert Kraft's opening statement to crack a joke at his boss' expense and then referred to Kraft almost exclusively by nickname. Imagine Belichick calling Kraft something like "Thunder" just once, and enjoy a quick laugh.

Mayo also broke with Kraft when the octogenarian raised the idea of being "colorblind" when discussing Mayo's standing as the first Black head coach in team history.

"I appreciate (Kraft) and the organization selecting me to be a Black head coach," Mayo said.

What I will say, though, is I do see color because I believe if you don't see color, you can't see racism. There you have it. Yes, indeed, it's a new era in New England. Now, as for all of the other doubts about the Patriots entering this era?

Fair game.

There's the front office, barren offensive roster and incomplete coaching staff. But let's stay with Mayo, the new man, character in New England's longest running drama, just a little longer.

The 37-year-old did not effort to win the press conference, a silly notion and meaningless phrase often tossed around at times of coaching change. Press conferences score zero points and don't force punts. They are a non-negotiable part of the job that usually incur one of two things: fleeting applause or avoidable damage to your team or your self.

Just ask Joe Judge. Two years after "winning" his first press conference as head coach of the Giants, Judge talked himself

out of a job by babbling after one bad loss, then another and another at the end of an embarrassing 2021 campaign. Eventually, Giants ownership called Judge into their office, and he couldn't talk his way into a third season.

Mayo, more than likely, won't meet the same fate. He seems secure enough not to play to the applause or chase it for approval. But if Wednesday's opener was any indication, Mayo also won't be divulging much publicly.

In this sense, he and Belichick seem to be in lock step, recognizing the reward is not worth the risk behind a microphone. That isn't to say Mayo won't be himself; a charismatic leader with media savvy known by ex-teammates, current players and colleagues for his sense of humor and strong voice. Furthermore, Mayo told ESPN he wants to rebuild the relationship between Patriots players and coaches and the media.

That sure is music to my ears, but not the music that matters. The notes Mayo played Wednesday were a song about side-stepping and generalizing when it came to the future of his staff and broken offense.

To wit: this is how Mayo answered a question about possibly opening an offensive coordinator search: "Everything's still under consideration. Obviously the staff that I've been working with isn't the staff that I have chosen. Everything is under evaluation. I would say with all of my coaches, the number one thing is developing people."

What about his vision for fixing an offense that averaged fewer than 14 points per game last year?

"First of all, I would say just the energy, right? The passion, the leaders on the offensive side of the ball," Mayo began. "I think you have to get that stuff in place first. And honestly, as the season starts to roll, you start in the weight room. I think the weight room is really one of the most important areas in the building to really evaluate the people

with the team."

So the fix is ... more squats?

To be clear, answering like this is Mayo's prerogative. And, in the words of his predecessor, probably in the best interest of the football team.

Zooming out, Mayo cannot rebuild the offense without a coaching staff. Right now, the Patriots' coaching staff consists mostly of assistants on vacation and/or expiring contracts. There is no guarantee Mayo will be able to simply pick and choose whom he wants to keep and whom he wants to hire.

Because the pool of candidates he'll soon be fishing from will have Belichick tossing a line in as soon as Belichick lands another head-coaching job. Mayo was wise not to tip his hand about whether he prefers candidates like Bill O'Brien, Josh McDaniels, neither or both. Offering an answer with specifics about a scheme, a coach's background or experience would risk flashing his cards to Belichick, who has studied opposing coaches' press conferences for years looking for a competitive edge.

Until the Patriots' assistants are all back in town or ready to negotiate, Mayo's objective should be to lay out as many options — Plans A, B and C — for himself as possible to give himself the best chance at building a strong staff and then an offense. Mayo appears to have done this on defense, having reportedly offered to keep Belichick's sons, Steve and Brian Belichick, on staff as assistants. Will they stay? Will they go?

Who knows. Mind you, Mayo has only been on the job six days. Six.

The Patriots were one of eight franchises to change head coaches this offseason, and they are the only ones to have already hired and introduced a replacement. Zetustin in place first. And an entirely settled staff under contract. That does not make the Patriots' coaching situation unique or reason to worry.

For now, Mayo is keeping his cards close to the

vest in a game he just started playing. So far, so good. That is, with one exception.

Without second thought, Mayo coughed up his game plan for handling visiting family on

Wednesday night: "We're turning up," he said. Cheers to that.

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

In-person Public Meeting and Online Open House #3

WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives have been prepared based on changes in aviation demand and needed facility improvements, which were presented at the previous public meeting in September 2023.

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Meeting Details

DATE & TIME
Tuesday, February 6, 2024 from 5:30–7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Join our mailing list for project news and updates at: www.ancmpu.com

SPECIAL ACCOMMODATIONS

The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/zhc/_static/anc_title_vi_policy.pdf. To file a complaint, go to: dot.alaska.gov/civilrights/titlesvi.shtml

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or katherine.wood@dot.alaska.gov as soon as possible but no later than 48 hours before the scheduled event.

ALASKA LEGISLATURE

State's working population loss casts long shadow over legislative session

James Brooks
Alaska Beacon

JUNEAU — As the Alaska Legislature convenes in Juneau, the state population is on the minds of lawmakers.

For the 11th consecutive year, more people moved out of Alaska than moved into it, according to new estimates published this week by the Alaska Department of Labor.

Though new births over the past year counterbalanced the losses, the state's population growth was a meager 0.04%, demographers estimate. The state's new estimated population, 736,812, is below what it was in 2012.

While the trend has been building for more than a decade, the number of lawmakers calling for swift and major action has grown, and a variety of proposals are now circulating in the Capitol.

"It's just interesting this year how, regardless of whether it's cost of living, energy costs, schools, everybody's bringing up that population loss," said Rep. Jeff Stapp, R-Fairbanks.

But why now, after 11 years of losses? "I think it's been finally recognized,"



said Senate Majority Leader Cathy Giessel, R-Anchorage. "You know the old analogy: 'How do you boil a frog?' You turn up the heat slowly. And then finally, the frog realizes, 'Oh, no, I'm cooked.' I think that's kind of what's happened."

In the first three days of the legislative session, population loss has been referenced dozens of times, and the proposed solutions vary widely.

Rep. George Rauscher, R-Sutton and a member of the House majority coalition, suggested that high electricity prices are contributing to a high cost of living, and Speaker of the House Cathy Tilton, R-Wasilla, said "the No. 1 priority here for our caucus will be to figure out how we reduce the cost of energy all across Alaska."

Senate President Gary Stevens, R-Kodiak, said increased education funding is the No. 1 priority of the Senate's bipartisan majority. More funding will result in better schools, he and others suggested. "We have put education at the very top," he said.

Members of the predominantly Democratic minority in the House have also called education funding part of the answer.

"This is a crisis, an absolute crisis," said House Minority Leader Calvin Schrage, I-Anchorage.

Giessel said the lack of a pension program for state employees is deterring people from moving to the state to take state jobs, and the revival of the pension is the majority's No. 2 priority.

She and others said they're particularly alarmed by the decline in the state's working-age population, the number of residents between 18 and 64 years old. That's fallen from more than 480,000 in 2013 to about 450,000 today.

"If we have aspirations to build an in-state gas pipeline, to amp up and modernize our transmission lines, to improve our education outcomes, it means that we need to have qualified workforce here," Giessel said. "These are the folks that are leaving, that are being recruited to other states."

In a written message published on Monday, Gov. Mike Dunleavy said he intends to make affordability a major issue during the session by introducing a series of bills.

"A major focus for this year's legislative session is affordability. Alaska can be an

expensive place to live, but we can also do something about it. Food and energy security, child care, housing, access to land, and healthcare are the key areas we need to work on to make Alaska an even better place to live," he said.

Jeff Turner, the governor's communications director, said that "the affordability push is to ultimately start growing Alaska's population. The key is to make it an even better place to raise a family."

He said he expects that message to be included in next week's State of the State address.

Stapp, a member of the House majority, said that with so many ideas floating around, there's a big unanswered question.

"Everyone kind of agrees on the issue: We're seeing outmigration in our state. We're even going to agree on a lot of the reasons why that's happening. So the problem is, when it comes to it, what are you going to do about it?"

Originally published by the Alaska Beacon, an independent, nonpartisan news organization that covers Alaska state government.

FROM PAGE A1

BRIDGES

methods and how long construction takes, they say.

With record snowfall this winter, Glenn Highway drivers have reported challenging conditions over the Knik River bridges, particularly on the older span.

The northbound bridge was the site of a seven-car collision on Christmas Day caused by icy conditions, Alaska State Troopers said in an online report. About 90 accidents occurred in the miles on or just south and north of the bridges between 2018 and early this month, according to data provided by the troopers.

The Knik River bridge repairs are expected to begin this summer, though it's possible that start date could push into next year due to planning delays and the complexity of the work, said Christina Huber, a project manager for the Alaska Department of Transportation and Public Facilities. For example, bids for a construction contractor are not yet done — they're scheduled to open in the next six weeks — even though



The Glenn Highway bridges spanning the Knik River, shown here on Jan. 16, are scheduled for a major overhaul this summer.

preliminary plans for the work are complete, Huber said.

Because some of the construction requires the weather to be

not too cold or wet, work is likely to extend over two summers once it gets underway, she said.

Plans for each bridge to be closed

for up to a month while the work is done, with traffic routed onto the other span during the closure.

Scheduled fixes include

completely replacing the joints used where the bridge meets the highway and swapping the decks' current concrete with a new concrete that will better bond with future repairs, Huber said. Crews will also be removing a decking system installed in the bridges in 2006 but out of commission since 2017 due to repair and upkeep problems.

Once bridge repairs start, state officials say they are hoping to avoid the kind of hours-long delays caused by construction at the Mirror Lake exit in 2021. Huber's team is using computer modeling that maps out potential delays and projects alternate patterns such as adding an extra lane of traffic to the bridge not under construction, she said.

The construction will bring the first major fixes ever done on either bridge span, Huber said.

"We don't rush out there and close these bridges and mess around with them every day," she said. "When we do it, it's because it really needs it and we're trying to do it as efficiently as we can."

Questions about the project can be sent by email to Huber at christina.huber@alaska.gov.

FROM PAGE A1

GAZA

Netanyahu's residence in Jerusalem and vowed to stay until a deal is reached.

Netanyahu, in a defiant new statement, said he stressed in his conversation Friday with U.S. President Joe Biden that he rejects Hamas demands for a cease-fire, Israeli forces' withdrawal and the release of Palestinians held by Israel in exchange for the remaining hostages. He said that agreeing means another devastating Hamas attack "would only be a matter of time."

Netanyahu also rejects calls from U.S., its closest ally, for postwar plans that would include a path to Palestinian statehood. U.N. Secretary-General Antonio Guterres called the refusal to accept a two-state solution unacceptable.

"The Middle East is a tinderbox. We must do all we can to prevent conflict igniting across the region," Guterres added. "And that starts with an immediate humanitarian cease-fire to relieve the suffering in Gaza."

The war began with Hamas' attack in southern Israel on Oct. 7. Palestinian militants killed some 1,200 people, mostly civilians, and took about 250 hostages back to Gaza.

Israel's military announced the death of 19-year-old Sgt. Shay Levinson, who was among the hostages. His date of death was given as Oct. 7, but there were no further details. According to Israeli media, his body is still in Gaza.

Israel has responded to the Oct. 7 attack with a bombing campaign and ground invasion that laid waste to entire neighborhoods in northern Gaza and spread south, striking some areas where it told civilians to seek refuge. Ground operations are now focused on the southern city of Khan Younis and built-up refugee camps in central Gaza dating to the 1948 war surrounding Israel's creation.

"The plumes of smoke from tanks, artillery and the planes of the air force will continue to cover the sky over the Gaza Strip until we will achieve our goals," Defense Minister Yoav Gallant said.

Since the war started, 25,105 Palestinians have been killed in Gaza, while another 62,681 have been wounded, the Health Ministry said. The toll included the 178 bodies brought to Gaza's hospitals since Saturday, Health Ministry spokesperson Ashraf al-Qidra said.

The overall toll is thought to be higher because many casualties remain buried under rubble or in areas that medics can't reach, al-Qidra said.

The Health Ministry does not differentiate between civilians and combatants in its figures but says about two-thirds of the people killed in Gaza were women and minors. The ministry is part of the Hamas-run government, but its casualty figures from previous wars were largely consistent with those of U.N. agencies and even

the Israeli military.

The Israeli military says it has killed around 9,000 militants, without providing evidence, and blames the high civilian death toll on Hamas because it positions fighters, tunnels and other militant infrastructure in dense neighborhoods. The military released footage of a tunnel under a residential neighborhood in Khan Younis where the army believes at least 20 hostages were kept at different times.

Israel's military said the demolition last week of a key building at Israa University in Gaza was under review, and asserted that preliminary findings indicated Hamas had used the compound for military purposes. The university has said the "attack" came weeks after Israeli forces occupied the building.

The war has displaced some 85% of Gaza's residents, with hundreds of thousands packing U.N.-run shelters and camps in the south. U.N. officials say a quarter of the population of 2.3 million is starving as a trickle of humanitarian aid reaches them because of the fighting and Israeli restrictions.

Israel said 260 trucks of aid entered Gaza on Sunday, the highest number since the war began. About 500 entered daily before that, according to the U.N.

"Bread does not suffice for one hour," said Ahmad Al-Nashawi, who accepted donated food at a tent camp in the southern city of Rafah. "You can see how many children we have other than women and men. What matters most for a child is to eat."

At the new protest camp outside Netanyahu's Jerusalem residence, hostages' families urged the government to act.

"It's not logical that you're telling us the war must continue, and you keep saying that because of military pressure we will release them, but we don't see a single one released because of this pressure," said Gilad Korengold, the father of hostage Tal Shoham.

Some top Israeli officials have begun to acknowledge that Netanyahu's goals of "complete victory" over Hamas and returning the remaining hostages might be mutually exclusive.

A member of Israel's War Cabinet, former army chief Gadi Eisenkot, said last week that the only way to free the hostages was through a cease-fire.

But Netanyahu's far-right coalition partners push him to step up the offensive, with some calling for the "voluntary" emigration of hundreds of thousands of Palestinians from Gaza and the re-establishment of Jewish settlements there.

Hamas is believed to be using the hostages as shields for its top leaders. Israel has rescued one hostage, and Hamas says several have been killed in Israeli airstrikes during failed rescue operations.

Hostages' families want an exchange like the one during a weeklong November cease-fire. Other Israelis are frustrated by the security failures ahead of the Oct. 7 attack and by Netanyahu's handling of the war.

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Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Join our mailing list for project news and updates at: www.ancmpu.com

SPECIAL ACCOMMODATIONS

The Alaska Department of Transportation and Public Facilities (DOT&P)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and program opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvp_statement.html. To file a complaint, go to: dot.alaska.gov/cvirts/tfiv.html.

The DOT&P complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in the public meeting should contact Katherine Wood at 907-644-2753 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

FROM PAGE A1
WARNING

official Ross Noffsinger. "If they haven't removed the snow yet... we're feeling that the potential for failure is high enough that we basically need to make direct contact with the building owners and... request that they remove the snow and not occupy the space until the snow is removed."

The letters include photos of the roof structures that are a concern, as well as photos of roof construction that are not considered a problem.

Last March, officials with the municipality identified the problematic design flaw common to most of the buildings that collapsed, Noffsinger said. The failures primarily occurred in structures supported by wooden truss beams connected with metal gang nail plates built before 1990, particularly among flat-roofed commercial buildings with long truss spans.

The letter is expected to start arriving in property owners' mailboxes before week's end.

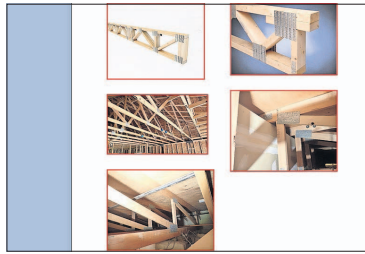
Anchorage has about 80,000 buildings, Noffsinger said, and the municipality compiled the list of buildings at risk through a combination of property records, pre-existing aerial surveys and images from Google Maps.

He declined to provide a list of the buildings and said there are no plans to publicize it. That's due to concern about property theft if buildings are vacated until snow clearing can occur, he said.

The municipality has never taken the step of sending out letters to property owners to deal with the risk of roof collapse from snow load, he said.

Many of the roofs have collapsed at snow loads that are below the design standard, the city's notice says.

"The roof construction of concern has failed multiple times



Roofing construction types that are a concern regarding the snow loading of the 2023-24 winter season are shown at left. Roofing construction types that are not a concern are shown on the right. The Municipality of Anchorage sent out a letter to building owners about types of roofing construction.

even when supporting less than 15 pounds per square foot of snow," the letter continues. "Additional time or snow could lead to failure."

The snow load on uncleared roofs has likely grown to about 30-35 pounds per square foot, after 17 inches fell on Anchorage early this week, Noffsinger said. Anchorage code dating back to at least the 1960s requires that buildings support a minimum of 40 pounds per square foot of snow.

Two people who experienced damage because of collapsed roofs said they're glad the municipality is taking increased steps to deal with the problem. They suggested more could be done.

Anna Dugan said she and her husband were leasing storage space in a commercial condominium unit at 5401 Cordova St. when the roof collapsed earlier this month.

The roof collapsed onto the RV the couple was keeping inside the unit, she said.

She said building owners should take the issue seriously.

She suggested the city could consider taking additional steps so the public can feel safe

entering one of the high-risk buildings. As one last resort option, the city might consider publishing its list of businesses, she said.

FashionPact owner Brittani Clancey, whose downtown shop collapsed dramatically in March last year, said better notification to property owners is an important step.

She said her roof had been shoveled and didn't hold much snow before it collapsed, so shoveling may not guarantee a roof's safety.

She said it's been a challenging year getting her business back on its feet. She successfully challenged her insurance company to get a fair payout, but it took 10 months and required her to hire multiple experts. She also took the costly step of opening a new store following the collapse.

"I'm grateful we didn't die, but this process has been rough," she said.

It seems like the collapses will keep happening as certain buildings age, unless something is done, she said.

"The best thing in my opinion is to figure out the cause," and how the roofs can be retrofitted to

survive Alaska winters, she said.

Noffsinger said there are no regulations requiring property owners to say, clear roofs of heavy snow loads. There aren't any plans from his department to propose any at this point, he said.

"We're really trying to thread the needle here, between public safety and being accurate and reasonable," he said. "No one's being blamed. We've just discovered this thing that needs to be addressed."

He said now that the letters have been mailed, the next step for the municipality could be determining what must be done to retrofit the high-risk roofs.

"It seems a logical conclusion, with what we know now, that there will be a significant number of buildings that are going to require their trusses be strengthened," he said.

Some trusses may need to be replaced altogether, he said.

He said it's only good fortune that more people haven't been hurt by the damaged roofs.

While no residential roofs have been reported as having collapsed this year, Noffsinger has said previously that with so much snow this year, homeowners and

landlords should think about clearing their roofs at least once this winter.

It's a case-by-case basis, he said on Wednesday.

Residential roofs typically span small areas compared to commercial building roofs, with more supporting walls, factors that help make them less prone to failure. The municipality has issued snow-clearing guidance for both commercial and residential buildings.

Determining when to clear a house can be complicated, Noffsinger said.

New construction homes built after 2000 should not be at risk of a damaged roof from heavy snow load, he said.

Older homes, such as those built in the 1940s or 1950s, should be cleared if the owner is concerned, he said.

Homes built around the 1980s, a period that saw many Anchorage houses built, are a mixed bag, he said.

The city had good building code requirements, but poor oversight then, he said.

"That's really the homeowner's call," he said.

FROM PAGE A1
COLLAPSE

"AFD was advised that all building occupants were accounted for. There were no fatalities or injuries reported," the department said.

Observing the scene Wednesday afternoon, Ross Noffsinger, acting building official, said the building contained the parallel-chord, wooden trusses that have been a problem in other collapses.

Daniel King, a plan review engineer with the municipality, said the building was one of those selected to receive the warning letter. "This is one of the buildings that's on our list of people that we're mailing out to let them know that these are a concern, and you should be shoveling your roof and getting it analyzed," he said.

It is at least the sixth to buckle this winter. More than 8 feet of snow has fallen on Anchorage this winter, including 17 inches early this week.

It is also the second collapse in two days — on Tuesday, the fire department received notice that a different roof over part of a building at 611 Raspberry Road collapsed due to heavy snow.

Noffsinger said on Wednesday the roof on Raspberry Road collapsed in part because of heavy snow. It appeared the snow had not been shoveled, following an aerial drone survey, he said.

"And it was the trusses of concern, the parallel-chord wood trusses with the metal, gang-nail plates," he said.

The collapse on Wednesday was limited to one half

"This is one of the buildings that's on our list of people that we're mailing out to let them know that these are a concern, and you should be shoveling your roof and getting it analyzed."

— Daniel King, a plan review engineer with the municipality

of the full structure. By early afternoon, five men were pushing loads of snow off the roof above a car accessory business connected by a load bearing wall. The shop's owner, Shannon Johnston, said he, employees and customers were inside Wednesday when they began hearing strange sounds.

"I said 'Everybody get the hell out!' " Johnston said, standing outside in the parking lot.

When the roof came down it took out the sprinkler system, and a streak of freshly frozen ice stretched from the wreckage into a nearby side street.

Milo Tremblay works at the car business and said that at first he heard what sounded like piles of snow or heavy footsteps hitting the roof. Once he was outside the building, he saw the adjoining half of the structure buckle down the middle.



Ross Noffsinger, acting building official, and Daniel King, plan review engineer, are reflected in the window of a building that suffered a partial roof collapse on Wednesday in South Anchorage. It was the second roof to collapse in a week, and came a day after the municipality sent letters to property owners urging them to clear snow from roofs.

Photos by LOREN HOLMES / ADN



Plan review engineer Daniel King, right, takes pictures at the site of a partial roof collapse on Wednesday in South Anchorage. Acting building official Ross Noffsinger is at left in red.

"That door just blew out," he said, pointing to the jumble of metal, plywood and beams past the metal door frame. "And it was locked."

Municipal officials have issued snow-clearing guidance for commercial and residential buildings in the city. The buildings at the highest risk are commercial structures with large, flat roofs built prior to 1990 and supported by those wooden trusses and gang-nail plates that help hold the wood together.

The collapses this season have outpaced last winter, when at least 16 roofs

failed, including one that caused a fatality.

"The Anchorage Fire Department would like to remind the community of the importance of clearing your roof of snow," the department said. "Anchorage has received over 100 of snow this season. If you have concerns about your home or commercial building, a structural engineer is the best person to conduct a building evaluation and determine risk and/or safety."

Daily News reporter Zachariah Hughes contributed to this story.

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ANG Ted Stevens Anchorage International Airport (ANC) Master Plan Update
In-person Public Meeting and Online Open House #3

*** PUBLIC MEETING REMINDER ***

DATE & TIME
Tuesday, February 6, 2024
5:30-7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502
Anchorage People Mover Bus
Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

For full meeting details, visit the project website at www.ancmpu.com

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301

Alaska Exchange Carriers Association's Rate Development & Tariff Committee will conduct a special meeting Thursday January 18, 2024 at 9:00 am from 810 N St, Ste 204, Anch AK 99501.

Pub: Jan. 17, 18/2024

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ANCHORAGE DAILY NEWS

*AAC 308.025

Notice To Creditors
302

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Miriam R. Freese has been appointed Personal Representative of the above named estate. All persons having claims against the said decedent are required to present their claims within four months after the date of the first publication of this Notice or said claims will be forever barred. Claims must either be presented to Miriam R. Freese, Personal Representative, 620 Faulkner Boulevard, Suite 101, Juneau, Alaska 99801-6924, or filed with the Superior Court for the State of Alaska, Third Judicial District at Anchorage, Alaska, 3AN-23-02275 PR.

Pub: Jan. 11, 18/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA AT GLENDALE

In the Matter of the Estate of Jan David Cartwright.
DATE OF BIRTH: 03/29/1945
Case No. 3GJ-23-0178

NOTICE TO CREDITORS

NOTICE IS GIVEN that Casey Brockman has been appointed to act as the Personal Representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of first publication of this notice or said claims will be forever barred. All claims should be presented to Casey Brockman, PO Box 723, Glenallen, AK 99588. DATED this 11th day of January, 2024.

By: /s/ Casey Brockman

Pub: Jan. 16, 25, Feb. 1/2024

Notice To Creditors
302

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA THIRD JUDICIAL DISTRICT AT ANCHORAGE

In the Matter of the Estate of KARELLA ANN GUMPERT, Decedent.
Case No. 3AN-23-0734 PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Suzanne Cannon has been appointed Personal Representative of the above-captioned Estate. All persons having claims against said Estate are required to present their claims within four (4) months after the date of the first publication of this Notice or said claims will be forever barred. All claims should be presented to the Wilcox Law Firm, 2440 E. Tudor Road, Suite 314, Anchorage, Alaska 99507, which place has been selected by the Personal Representative as the place for transaction of business of said Estate, within four (4) months after the date of the first publication of this Notice.

DATED at Anchorage, Alaska, this 24th day of December, 2023.
WILCOX LAW FIRM
By: /s/ Paul S Wilcox
ABA No. 7405060
Pub: 1/4, 11, 18/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA THIRD JUDICIAL DISTRICT AT ANCHORAGE

In the Matter of the Estate of HARRY PANICEK KALZAK, Decedent.
Case No. 3AN-23-02599 PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that the undersigned has been appointed Personal Representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of first publication of this Notice or said claims will be forever barred. Claims must be presented to the Law Office of Ella Anjak, 525 West 3rd Avenue, Suite 101, Anchorage, Alaska 99501, or filed with the Superior Court for the State of Alaska, Third Judicial District at Anchorage, Alaska, 3AN-23-02275 PR.

Pub: Jan. 18, 25, Feb. 1/2024

IN THE SUPERIOR COURT FOR THE STATE OF ALASKA AT ANCHORAGE

In the Matter of the Estate of David Rhyt Blosser.
Decedent.
Case No. 3AN-23-02238PR

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that Sharon Blosser has been appointed personal representative of the above named estate. All persons having claims against the decedent are required to present their claims within four (4) months after the date of first publication of this notice or said claims will be forever barred. All claims should be presented to Sharon Blosser, PO Box 211681, Anchorage, AK 99521. DATED this 13th day of November, 2023.

By: /s/ Sharon Blosser

Pub: Jan. 18, 25, Feb. 1/2023

Legals & Public Notices
301

ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC NOTICE

Announcement of in-person Public Meeting #3 and Online Open House

Ted Steins Anchorage International Airport (ANC) Master Plan Update (Project No. CA 070847).
Public Meeting Details
Tuesday, February 6, 2024
5:30-7:30 p.m.

Presentation at 5:45 p.m.
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65
Online Open House Details
Visit us online to view project materials from February 6 to 20, 2024, at www.ancmplanline.com.

WHAT IS BEING PLANNED?
ANC is updating its Master Plan. This plan is updated every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives have been prepared based on changes in aviation demand and needed facility improvements, which were presented at the previous public meeting in September 2023.

WHY THIS PUBLIC NOTICE?
ANC is hosting a third public meeting and online open house for the ANC Master Plan Update project. This notice is to inform you about this meeting and open house. We are seeking your feedback to inform ANC's evaluation and selection of an alternative for the recommended plan. One in-person meeting and a 2-week online open house will be held to give you the opportunity to learn about the project and tell us what you think about the preliminary alternatives. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmplan.com.

A public involvement plan for the ANC Master Plan Update is available for review on our website.

WHERE DO YOU COME IN?
Attend our in-person public meeting in Anchorage and visit our online open house at www.ancmplanline.com. Come listen to our presentation on Tuesday, February 6, 2024, at 5:45 p.m. attend the open house after, and talk with the project staff working on the ANC Master Plan Update project. Do you have thoughts on the preliminary alternatives? Would you be interested in providing comments on the project? Contact the email updates to get the latest project news. www.ancmplan.com.

SPECIAL ACCOMMODATION
The Alaska Department of Transportation and Public Facilities (DOT&PF)ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvri/statement.shtml. To file a complaint, go to: dot.alaska.gov/tvri/statement.shtml.

WHERE DO YOU COME IN?
Attend our in-person public meeting in Anchorage and visit our online open house at www.ancmplanline.com. Come listen to our presentation on Tuesday, February 6, 2024, at 5:45 p.m. attend the open house after, and talk with the project staff working on the ANC Master Plan Update project. Do you have thoughts on the preliminary alternatives? Would you be interested in providing comments on the project? Contact the email updates to get the latest project news. www.ancmplan.com.

SPECIAL ACCOMMODATION
The Alaska Department of Transportation and Public Facilities (DOT&PF)ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvri/statement.shtml. To file a complaint, go to: dot.alaska.gov/tvri/statement.shtml.

THE DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or info@ancmplan.com as soon as possible but no later than 48 hours before the scheduled event.

Pub: Jan. 18, 2024

Advertise your legal notices

Please call 257-4286, fax to 279-8170 or email to: legals@adn.com

ALASKA HOUSING FINANCE CORPORATION Notice of Public Hearing and Public Comment Period

2024 State of Alaska Weatherization Safety Plan Including The Alaska DOE Health and Safety Plan

The public is invited to offer comments on proposed amendments to the State of Alaska, Weatherization Plan including DOE Health and Safety Plans. A copy of the proposed amendments can be downloaded from www.alaska.gov (click on Public Notices, then click on Alaska DOE Health and Safety Plans).

The public comment period begins Jan. 8, 2024 and ends on Jan. 19, 2024, at 5:00 p.m. local Anchorage time. Comments may be faxed, mailed or e-mailed to:

Wendy Perez
Alaska Housing Finance Corporation
907-330-8151
(907)505-5247 (FAX)
1-800-478-2432 8X151
wperez@ahfc.us

The public hearing will be held:
Tuesday, January 23, 2024, 10:00 - 11:00 a.m.
Online via WebEx teleconference or in person in the AHFC Board Room.

at 4300 Bonifance Parkway - Floor 1
Reference number
1-650-479-3208 toll number/1-877-668-4493 toll-free
Access code: 921 899 688

Line will be open 10 a.m.-12 p.m.

You may contact Wendy Perez at 330-8151 for further instructions.

AHFC complies with Title II of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973. Individuals with disabilities who may need auxiliary aids or special modifications to participate in the public meeting should call Wendy Perez at 330-8151 before 5:00 p.m., Friday, Jan. 19, 2024.

Pub: Jan 8-12, 14-19, 21, 22/2024

Legals & Public Notices
301

Bureau of Land Management

Alaska Native Claims Settlement Act (ANCSA) 17(d)(1) Withdrawals

Draft Environmental Impact Statement (EIS) PUBLIC MEETINGS AND ANILCA 810 SUBSISTENCE HEARINGS

The U.S. Department of the Interior (DOI), Bureau of Land Management (BLM) Alaska, prepared an environmental impact statement (EIS) to evaluate the effects of opening lands subject to the Alaska Native Claims Settlement Act (ANCSA) 17(d)(1) Withdrawals within the lands described in Public Land Orders (P.L.O.s) 7899 through 7903. The Draft EIS considers the reclamation of ANCSA 17(d)(1) withdrawals in the Bay, Bering Sea-Western Interior, East Alaska, Kobuk-Seward Peninsula, and Ring of Fire Planning Areas. Reclamations could open the lands to mineral entry or leasing, and potential subsequent development. Reclamations could also lead to the conveyance of land out of Federal ownership, including through the Statehood Act, which would remove the Federal subsistence priority from these lands.

The BLM invites comment on alternatives, information, and analysis in the Draft EIS and is hosting public meetings to share information on the EIS and gather comments. Alaska National Interest Lands Conservation Act (ANILCA) 810 Subsistence Hearings will be held concurrently with the public meetings.

Public meetings will be held in the following communities, all meetings will occur from 5:30-7:30 pm:
* January 8, 2024, Chickadee, Nelchina, Henax - Chickadee House/ Tribal Government Building
* January 9, 2024, Gakona, Seward, Genset Memorial Facility
* January 10, 2024, Mentasta Lake, Mentasta Lake School
* January 11, 2024, Delta Junction, Community Center
* January 12, 2024, Fairbanks, Westmark Hotel
* January 16, 2024, Cantwell, Cantwell School Gym
* January 17, 2024, Anchorage, Anchorage Library - Wilda Marston Theater

* January 31, 2024, Kotzebue, Kotzebue Youth Center
* February 1, 2024, Nome, Venue TBD
* February 2, 2024, Unalakleet, Unalakleet Memorial Hall
* February 5, 2024, Bethel, Yupik Piciyariat Cultural Center
* February 6, 2024, Aniak, Venue TBD
* February 7, 2024, Dillingham, Dillingham Senior Center
* February 8, 2024, King Salmon, Venue TBD

Four virtual meetings will also be held, with the following communities being given priority to provide public testimony:

* January 19, 2024, Kenai Peninsula Focused
* January 22, 2024, Galena Focused
* January 23, 2024, Cordova Focused
* January 25, 2024, Haines Focused
* January 29, 2024, Stikine Focused
Virtual meetings will be from 5:30-7:30 pm, information will be posted on the project website: <https://replanning.blm.gov/eplanning-ui/project/2019002/510>.

Meeting dates, times, and locations are subject to change; please scan the QR code with your smartphone to check the project website for meeting updates.

The public comment period is open until February 14, 2024. Comments can be submitted at the project website above. Verbal comments will also be taken at the public meetings.

For more information contact BLM Project Manager: Rachael Jones at 907-290-0307 or email rachael@blm.gov. Dial 711 (TTY, TDD, or TeleRelay) if you need to access telecommunications relay services to contact BLM.



Alaska Department of Natural Resources Division of Oil and Gas Call for Substantial New Information 2024 Cook Inlet Anawituk Oil & Gas Lease Sale

The State of Alaska, Department of Natural Resources, Division of Oil and Gas (DOR&G), will offer all available state acreage in the Cook Inlet Anawituk and the Alaska Peninsula Anawituk oil and gas lease sales areas, tentatively scheduled for spring 2024.

DOR&G requests substantial new information that has become available over the past year concerning the Cook Inlet area. Based on the information received, DOR&G will either issue a supplement to the finding or a decision of no substantial new information for the lease sale (AS 11.30.010).

How to Submit Information to DOR&G
Please refer to the Online Public Notice website, dated January 3, 2024, and posted at: <https://www.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=213768>

Send substantial new information to:
Best Interest Findings
Alaska Department of Natural Resources
Division of Oil and Gas
550 West 7th Ave., Suite 1100
Anchorage, AK 99501
or by e-mail: dor@g.ak.alaska.gov

Information must be received by 5:00 pm February 5, 2024. DOR&G complies with Title II of the Americans with Disabilities Act of 1990. This publication will be made available in alternative communication formats upon request. Please contact the Best Interest Findings group at 907-260-8800 or dog@alaska.gov no later than January 19, 2024 to make necessary arrangements.

AO 24E-10-043

Pub: Jan. 11, 18/2024

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Legal notice packages include:
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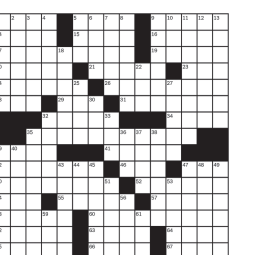
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20 Drink with foam
21 Only country with a nonrectangular flag
23 Greek letter used to represent magnetic flux
24 Painting by van Gogh during his time in an asylum
26 Three wise men
28 Part of a newborn's schedule
29 Affirmative vote
31 Giving a hand?
32 A lot
34 "A Man Called Elam" (Tom Hanks film)
35 Off-used phrase during Zoom meetings ... or the reason for the mis-understandings at 17, 26, 50, and 60-across?
39 Laptop brand
41 "The Young and the Restless" and "The Bold and the Beautiful"
42 Vehicle at the center of the media festival Retha Yatra
43 "The Marvelous Mrs. Maisel"
44 Health legislation of 2010, in brief
50 Note after a investigation
52 Discolor from age
53 "Spring forward"
54 "Groovy!"
55 Snooks around
57 Indian tental drum
58 Battery terminal
60 Predatory freshwater fish
62 Parking spot at a bar?
63 Hyrox competitor
64 Combo meal choice
65 Carvings named for the first man in Maoist mythology
66 Beginning
67 GPS's guesses
DOWN
1 Frightening Halloween costume
2 Pro golfer Mark
3 How detectives might start their investigation
4 Ice cream units
5 "Spring forward"
6 Brother of Logan Roy in "Succession"
7 Setting of "The Crucible"
8 Stamping need
9 Aviator Earhart
10 Geminis, to Brits
11 The lead in pencils, actually
12 Chair
13 First Disney song to reach the top 5 on Billboard in the 21st century

Edited by Will Shortz No. 1214



18 "Bye!"
22 Dating app info
25 Search the surface of
27 Features of spoiled milk
30 Ending with Power
31 Peter who was the first actor to play a Bond villain
33 A call for help
35 ... de plume
37 Notable lamb tower
38 Knocks over
39 "Don't wait," in ads
40 Wine from Tuscany
43 Urges to action
44 Necessity for some Venetian transport
45 Yoga position on one's head and hands
47 Even though
48 Rum cocktail
49 Comes to
51 Actress Knightley
50 Wine from Tuscany
53 Memory glitch
54 Urges to action
55 Necessity for some Venetian transport
56 Yoga position on one's head and hands
57 Long, long time

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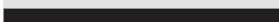
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Notes:

ANC

Anchorage Airport Master Plan update Public Meeting #3 and Online Open House

Tuesday, February 6, 2024

5:30-7:30 p.m.

For Details
Presentation at 5:45

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ANCHORAGE AIRPORT MASTER PLAN UPDATE

Join us! **Public Meeting #3**

Tuesday
February 6, 2024

5:30-7:30 p.m.
Presentation at 5:45
www.ancmpu.com

ONLINE **PUBLIC MEETING**

www.ancmpuonline.com

Feb 6 - 20, 2024

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ANG

**ANCHORAGE AIRPORT MASTER PLAN UPDATE
Public Meeting #3 & Online Open House Notice
February 6, 2024**

For Details

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ANCHORAGE AIRPORT MASTER PLAN UPDATE Public Meeting & Online Open House Notice

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Join us online!
Feb 6-20, 2024

For Details



ANCHORAGE AIRPORT MASTER PLAN UPDATE
Public Meeting #3 & Online Open House Notice
February 6, 2024 www.ancmpu.com For Details



Online Open House
February 6 - 20, 2024
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Join Us!
2/6/24



**ANCHORAGE AIRPORT
MASTER PLAN UPDATE
Public Meeting #3**

**Tuesday
February 6, 2024**

5:30-7:30 p.m.

Presentation at 5:45

www.ancmpu.com

**ONLINE
PUBLIC MEETING**
www.ancmpuonline.com
Feb 6 - 20, 2024

For Details

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Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Ted Stevens Anchorage International Airport (ANC) Master Plan Update - In Person and Online

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives and share your feedback.

In Person Public Meeting

Tuesday, February 6, 2024, 5:30–7:30 p.m., Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House

Visit us from February 6 to 20, 2024, for an online open house at www.ancmpuonline.com. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Attachments, History, Details

Attachments

None

Revision History

Created 1/11/2024 9:18:31 AM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	(ANC) Ted Stevens Anchorage International Airport
Project/Regulation #:	Project No. CFAPT00847
Publish Date:	1/11/2024
Archive Date:	2/6/2024
Events/Deadlines:	Ted Stevens Anchorage International Airport (ANC) 2/6/2024 5:30pm - 7:30pm View on Map

From: [Shelby, Justin T \(DOT\)](#)
To: [Pantaleone, Pearl-Grace](#); [Reese, Jill \(DOT\)](#)
Subject: Fw: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House – Preliminary Alternatives
Date: Friday, January 12, 2024 7:26:12 PM

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Sent!

From: Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Sent: Friday, January 12, 2024 7:24 PM

To: Lindseth, Teri D (DOT) <teri.lindseth@alaska.gov>; Shelby, Justin T (DOT) <justin.shelby@alaska.gov>; Deppner, Andrea D (DOT) <andrea.deppner@alaska.gov>; Rosewarne Kimerer, Ruth (DOT) <ruth.r.kimerer@alaska.gov>; Mitchell, Zak R (DOT) <zak.mitchell@alaska.gov>; Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; Dapcevich, Sam D (DOT) <sam.dapcevich@alaska.gov>; Harvey, Theresa L (DOT) <theresa.harvey@alaska.gov>; Tessen, Danielle R (DOT) <danielle.tessen@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; amanda.stonecipher@alaska.gov <amanda.stonecipher@alaska.gov>; megan.peters@alaska.gov <megan.peters@alaska.gov>; Reese, Jill (DOT) <jill.reese@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; sam.loud@alaska.gov <sam.loud@alaska.gov>; john.binder@alaska.gov <john.binder@alaska.gov>; Blankenship, Dylan (DOT) <dylan.blankenship@alaska.gov>; Perreault, John M (DOT) <john.perreault@alaska.gov>; Spear, Angela M (DOT) <angie.spear@alaska.gov>; Stepovich, Melissa M (DOT) <melissa.stepovich@alaska.gov>; Daly, Rob T (DOT) <rob.daly@alaska.gov>; Arnolds, Melanie (DOT) <melanie.arnolds@alaska.gov>; Peterson, Erik J (DOT) <erik.peterson@alaska.gov>

Subject: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House – Preliminary Alternatives

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a courtesy copy of an email bulletin sent by Justin Shelby.

This bulletin was sent to the following groups of people:

Subscribers of ANC Master Plan Update, Airport News, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff (7625 recipients)



What does the future of the Ted Stevens Anchorage International Airport (ANC) look like? Join us to help inform the vision!

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update. We want to hear from you! Learn more about the preliminary

alternatives, and share your feedback. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Public Meeting

Tuesday, February 6, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Online Open House Details

Join us during our online open house to view the materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: 907-644-2153

EMAIL: info@ancmpu.com

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www.ancmpu.com.



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Ted Stevens Anchorage International Airport (ANC) Master Plan Update

In Person and Online

ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives, and share your feedback.

Public Meeting

Tuesday, February 6, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House

Visit us from February 6 to 20, 2024, for an online open house at www.ancmpuonline.com. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

When Tue Feb 6, 2024 5:30pm – 7:30pm Alaska Time - Anchorage

Where Coast Inn at Lake Hood, 3450 Aviation Ave, Anchorage, AK 99502, USA ([map](#))



Alaska Department of Transportation and Public Facilities

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Ted Stevens Anchorage International Airport Master Plan Update

Join Us

Public Meeting Notice
February 6, 2024



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learn more!

Online Public Meeting - Open!

ancmpuonline.com

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Public Meeting Notice
February 6, 2024

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Online Public Meeting
February 6 - 20, 2024

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What does the future of the Ted Stevens Anchorage International Airport (ANC) look like?

Join us to be a part of its growth! ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives and share your feedback. Visit the [Public Outreach](#) page for more details!

Next, the team will develop alternatives to meet the identified facility requirements. Alternatives will be developed through a series of workshops with Airport staff, followed by a public meeting to share your feedback and best ideas. Right now, we anticipate sharing alternatives with the public in late 2023 or early 2024. If you're on our mailing list, you'll get an update as soon as those workshops are scheduled.

Master Plan Overview

Ted Stevens Anchorage International Airport (ANC) is in need of a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development.

An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. The FAA recommends that all large airports complete master plans every 5–7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013. ANC, operated by DOT&PF, is among the most unique airports in the United States. The Airport connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment.
- Ensure that the passenger terminal meets modern travel air demands.
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Prepare a business-oriented development plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Status

The Master Plan Update will be an 18 to 24-month process to select a preferred development plan option and prepare a Final Report.

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Your personal information will not be shared and will be used only for this planning process.

To receive updates about the Master Plan Update or other information distributed by the Airport and DOT&PF, sign up for [GovDelivery](#).

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PO Box 112500 (mailing)
3132 Channel Drive
Juneau, Alaska 99811-2500

[Contact Information](#)

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State of Alaska myAlaska Departments State Employees

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Ted Stevens Anchorage International Airport Master Plan Update



DOT&PF > Central Region > Projects > Ted Stevens ANC Master Plan Update > Public Outreach

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Get Involved

ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC NOTICE
Announcement of In-person Public Meeting #3 and Online Open House

What does the future of the Ted Stevens Anchorage International Airport (ANC) look like? Join us to be a part of its growth! ANC is holding a third public meeting and online open house to share the preliminary alternatives for the ANC Master Plan Update (Project No. CFAPT00847). We want to hear from you! Learn more about the preliminary alternatives and share your feedback.

Public Meeting #3 Details

 Date & Time	 Location
Tuesday, February 6, 2024 5:30–7:30 p.m. Presentation at 5:45 p.m.	Coast Inn at Lake Hood, Denali Ballroom 3450 Aviation Avenue Anchorage, AK 99502 Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us online to view project materials from February 6 to 20, 2024, at www.ancmpuonline.com.

Online Public Meeting - Open! ancmpuonline.com

ANC believes that members of the public should have the opportunity to provide input on Airport decisions that could affect their lives and believes that public input will help make the Master Plan Update a success. Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update (coming soon!). The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

Missed any of our online meetings? No problem!

Visit us at ancmpuonline.com to view the virtual open house and view the materials presented at the meeting.

Virtual Meeting Archive



Anyone requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of Ted Stevens Anchorage International Airport, should contact Katherine Wood at 907-644-2153 or katherine.wood@hdrinc.com as soon as possible but no later than 48 hours before the scheduled event. The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, religion, age, or disability in public services and employment opportunities.

Join Us

Public Meeting Notice
February 6, 2024

[Learn more!](#)

Open!

Online Public Meeting
February 6 - 20, 2024

[Visit!](#)

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Ted Stevens Anchorage International Airport

Master Plan Update



DOT&PF > Central Region > Projects > Ted Stevens ANC Master Plan Update > Public Outreach

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Ted Stevens Anchorage International Airport Master Plan Update

Get Involved

Thank you for those who joined us at the February 6, 2024 Public Meeting! If you were unable to attend, you may view the materials presented at the meeting by visiting the Online Public Meeting from February 6 - 20, 2024.

Online Open House Details

Online Public Meeting - Open!
anempuonline.com

Open!

Online Public Meeting
February 6 - 20, 2024

Visit!

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Department of Transportation & Public Facilities

PO Box 112500 (mailing)

3132 Chaimel Drive

Juneau, Alaska 99811-2500

Contact Information



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THINGS TO DO:

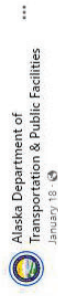


WHEN?

5:30 - 7:30 PM
PRESENTATION AT
5:45 PM



ANCHORAGE AIRPORT MASTER PLAN UPDATE PUBLIC MEETING #3 AND ONLINE OPEN HOUSE TUESDAY, FEBRUARY 6, 2024 COAST INN AT LAKE HOOD DENALI BALLROOM



January 18
#ANCMasterPlanUpdate Ted Stevens
Anchorage International Airport (ANC) Master
Plan Update
*** Public Meeting Notice ***
In Person and Online

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THINGS TO DO:

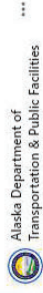
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**ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #3 AND ONLINE OPEN HOUSE**

**JOIN US ON TUESDAY, FEBRUARY 6, 2024
TO SHARE YOUR FEEDBACK ON PRELIMINARY
ALTERNATIVES.**

ADD OUR EVENT TO YOUR CALENDAR TODAY!

ONE WEEK AWAY!



January 30 at 7:30 PM

#ANCMasterPlanUpdate REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAP700847) public meeting #3 and online open house is in 1 week! Join us on Tuesday, February 6, 2024, to share your feedback on preliminary alternatives. Add our event to your calendar today!

<https://bit.ly/35zu2my>

EMAIL: info@ancmpu.com

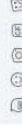
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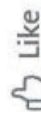
The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #3 and online open house is in 1 week! Join us on Tuesday, February 6, 2024, to share your feedback on preliminary alternatives. Add our event to your calendar today!

EMAIL: info@ancmpu.com

<https://fb.me/e/4f7OEkokl>

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👍 3



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THINGS TO DO:



ANCHORAGE AIRPORT MASTER PLAN UPDATE
PUBLIC MEETING #3 AND ONLINE OPEN HOUSE
JOIN US ON **TUESDAY, FEBRUARY 6, 2024**
TO SHARE YOUR FEEDBACK ON PRELIMINARY
ALTERNATIVES.
ADD OUR EVENT TO YOUR CALENDAR TODAY!



ONE WEEK AWAY!



Alaska Department of Transportation & Public Facilities

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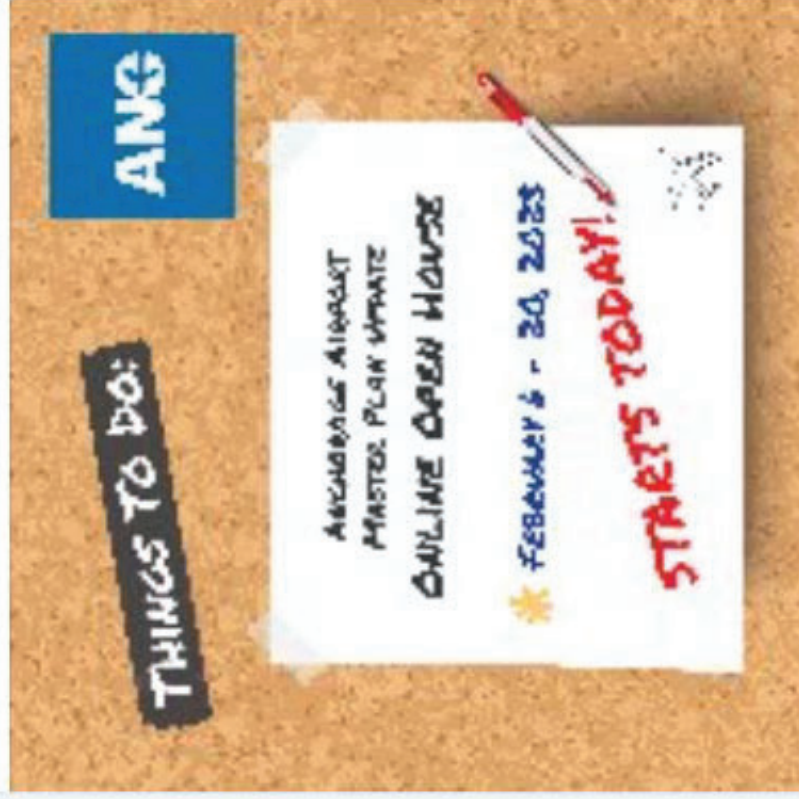
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#ANCMasterPlanUpdate TODAY REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #3 and online open house is today!

Join us TONIGHT at the Coast Inn at Lake Hood in the Denali Ballroom from 5:30 to 7:30 p.m.

Can't make the meeting? That's okay! Our online open house is live NOW through February 20, 2024, at www.ancmpuonline.com. #KeepAlaskaMoving



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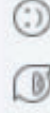
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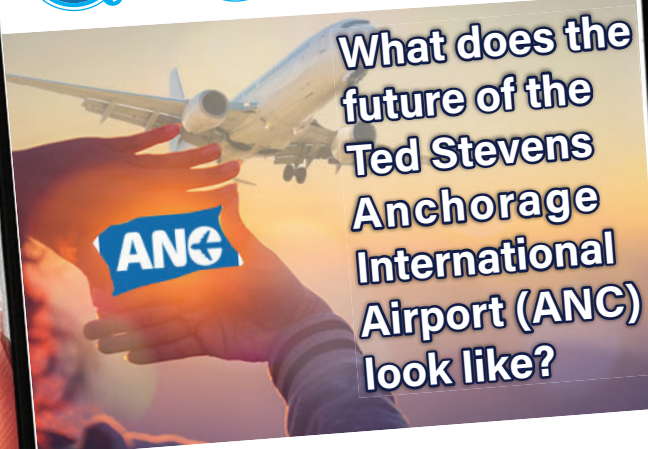
Meeting Flyer

1

Incoming Message

NET 14:40

75%



ANCMPU @Stakeholder 13:00

Please join us for an In-Person Public Meeting and Online Open House to learn more about the preliminary alternatives and share your feedback on the Anchorage Airport Master Plan Update.

Stakeholder @ANCMPU 13:03

Sounds like my opinion matters! Looking forward to learning more. What are the details?

ANCMPU @Stakeholder
visit ancmpu.com for full meeting details and to sign-up for our mailing list!



Visit ancmpu.com for more information!

ANC

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting #3 and Online Open House

Date & Time

Tuesday, February 6, 2024
5:30–7:30 p.m.
Presentation at 5:45 p.m.

Location

Coast Inn at Lake Hood,
Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover
Bus Route 40 or 65

Online Open House Details

Visit us online to view project materials from
February 6 to 20, 2024, at
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Attachment F

Meeting Results

Sign-In Sheet

Airline Advisory Committee Meeting Notes

Stakeholder Working Group Committee Meeting Notes

Public Meeting Notes

Sign-In Sheet
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Ted Stevens Anchorage International Airport Master Plan Update

Public Meeting #3 - Preliminary Alternatives

Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



scan me to sign in
on your phone!

ANC

Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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Tony Flynn	AFLYNN@NAC.AERO	PO Box 200542 99520	M	W

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.
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Sign-In Sheet
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Ted Stevens Anchorage International Airport
Master Plan Update

Public Meeting #3 - Preliminary Alternatives

Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



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Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
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Jar Isaac	isaacsmj907@outlook.com			
Madeline Casper	madeline.casper@gmail.com	740 W 47th Ave #16 Anchorage 99503	F	W
Russell Sell	Sell, Russell D @ Gmail	3224 W 307th Ave 99517	M	
Erin Siebold			M	
Kevin Hennigan	Kevin@Zelkengroup.com			

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Ted Stevens Anchorage International Airport
Master Plan Update
Public Meeting #3 - Preliminary Alternatives
Coast Inn at Lake Hood, February 6th, 2024, 5:30 PM - 7:30 PM



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ANC

Name (Please print)	E-mail	Address, City, State, Zip Code	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Erik Peterson	erik.peterson@alaska.gov			
Kim May	ak.Henrieta@hotmail.com			
Nick Botryn	nick.botryn@alaska.gov			

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Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Meeting Minutes

Project: ANC Master Plan Update

Subject: AAC Meeting #3 – Workshop Notes

Date: Monday, February 05, 2024

Location: Iliamna Conference Room (Airport)

Attendees:	David Brewer, AvAirPros	Cristin Jones, ANC
	Dan Lansing, Atlas Air	Ian Rockmore, ANC
	David Fiore, FedEx	Alex Moss, ANC
	Kottayam Natarajan, AvAirPros	Trudy Wassel, ANC
	Amy Fuller-Lyman, Alaska Airlines	Jennifer Pepin, ANC
	Tom Foote, UPS	Mike Lee, ANC
	Koji Hagiwara, Nippon Cargo Airlines	Ruth Kimerer, ANC
	Robert Kelley, Grant Aviation	Eric Peterson, ANC
	Rick Katz, Delta Air Lines	Evan Pfahler, RS&H
	Tor Anderzen, USAF	Michael Spitzer, RS&H
	Lee Ryan, Ryan Air	Gareth Hanley, RS&H
	Dan Knesek, Grant Aviation	Benjamin Moncrieff, RS&H
		Katherine Wood, HDR
		Pearl-Grace Pantaleone, HDR
		Colleen Moran, HDR

Start 2:04pm

Terminal:

- Alaska Airlines likes Concourse D due to spacing, but operationally likes the connector and usage of the terminal
- Alaska Airlines could use North Terminal for summer relief for Option 2.
- Option 2: B Concourse development only adds 1 gate but increases seating and concessions. Cannot expand B Concourse to the south because it would impact the L-Gates which are used for intra-state travel.
- Option 1: D Concourse development takes out 2 gates during peak Alaska Airlines season – prefer North Terminal and E Concourse development.
- Option 2: E Concourse development will also add night parking spots/ROns. E Concourse fixes RON issues for passenger flights.
- RON spots are an immediate need.
- Suggestion: Garage at current Airport Traffic Control Tower site (after Tower relocation) and hotel at Surface Lot F.
- Ground Service: Snow removal is better for the E Concourse development.

- R positions moved to West Airpark Need temporary aircraft parking positions if and when construction activities occur because the cargo sports are used but they are usually full
- Ideally likes closer aircraft parking spots
- There is no extra room for passenger aircraft due to cargo operations at night
- D Concourse would have more concessions
- If pursuing the South and North Terminal connector, suggest a focus on the south for
 - Employee parking (preferably covered)
 - More garages
- Hotel is a great idea sooner rather than later. It would increase revenue
- Option 1 – D Concourse
 - Impacts existing tech spots – they would get relocated.
 - Adds 8 gates.
 - More congestion for pushback
 - More complex for Air Traffic Control in comparison to Option 2.
 - More difficult for snow removal in comparison to Option 2.
 - Impacts deicing area.
 - If developed, new garage at Surface Lot F is preferred.
- Option 2 – E Concourse/North Terminal
 - No reduction to L-Gates
 - B expansion adds 1 gate
 - E Concourse would connect C Concourse to North Terminal and add 8 gates.
 - If developed, new garage at Old Control Tower site is preferred.

Airside Discussion

- Phase 3
 - I understand in Fairbanks that summer conditions can vary widely which can affect airplane performance, i.e., changes in barometric pressure. So using Fairbanks International Airport may not be as attractive to some airlines/pilots.
 - Nata (AvAirPros): this would only work if you could move a whole airline customer and all of their operations to Fairbanks International Airport.
- Phase 4
 - Amy (Alaska Airlines): Showing the whole state of Alaska as a potential location is not realistic; we airlines are not going to split up our operations like that. It's hard to imagine this coming to pass; seems unlikely. Also, how would you fund that development?
 - Dave (FedEx): we will see if this cargo growth actually shows up as predicted; that growth rate seems unrealistic.
 - Dan (Atlas): The 4th runway seems not feasible in my opinion. Everyone I've talked to about the idea thinks it's not realistic environmentally and that it never will happen.

- Dave (FedEx): On the other hand, this is our last viable option to increase capacity at ANC, so don't take it out of the Master Plan. Once it's out, you'll never get it back in again.
- Taxiways
 - Dave (FedEx): I like the idea of a new Airplane Design Group VI Parallel Taxiway; it seems like a no brainer to me.
 - Does the Taxiway extension solve congestion for cargo or passenger airlines? Answer: both.
 - Koji (Nippon Cargo Airlines): The airfield is really not so congested right now. We need snow storage more than we need a taxiway extension. Deicing is the most important thing to keep traffic moving.
 - Dave Brewer (AvAirPros): Could you move the new taxiway to the west side instead of extending the taxiway on the east side of Runway 15-33? Evan: You might not need the parallel taxiway if you move cargo to West Airpark.
- West Airpark:
 - Koji (Nippon Cargo Airlines): Right now, it takes 12 or 17 minutes to drive from our office in the North Terminal to the South Airpark. Splitting up the cargo development with some in the West Airpark will be really hard operationally, as it will take a while to transit that access road. Additionally, if a cargo airplane needs to be serviced by equipment, it has to wait for that to arrive. A tunnel under the runway would be really helpful. (Alex noted that the west cargo spots would be supported by support buildings in the West Airpark, allowing staff and service equipment to be located nearby.)
 - Tom (UPS): Will the planned NorthLink development meet cargo hardstand needs? Evan: Yes, if all the developments proposed actually are built, the airport wouldn't need to build more hardstands. However, moving those parking spots to the west would free up area near the terminal for any number of uses like holding areas, centralized deicing, transit cargo spots.
 - Koji (Nippon Cargo Airlines): It's better **not** to have centralized deicing. Having it done near the gate saves time, fuel and deicing fluid.
 - (Alex Moss mentioned the Airport is looking for a spot for secondary deicing.)
- Snow Melters
 - Dan (Atlas): Have you considered snow melters? We are spending time looking for space, but it just seems like snow melters could really help this. The way you are doing it now seems very labor intensive for truck drivers and hauling, and with labor shortages, it seems like this might get increasingly more difficult to do.
 - Nata (AvAirPros): They have snow melters in Denver.
 - Dave Brewer (AvAirPros): We had four snow melters in Kansas City that worked great.
 - Note: Alex Moss said this was studied and determined to be not economical. Evan noted we may need to look at this again as technology may have improved but historically ANC has not felt it would work in this climate.

Landside Discussion:

- Please clarify each development and when each would come online.
- What is the capacity of the garages and how many stories? The garages are estimated at 4 or more stories and need to accommodate accessible vans (current garage does not).
- All developments would meet airspace clearances/requirements.
- Facility developments shown are for passengers. Employee parking not shown for development.
- The new garage and/or hotel at Surface Lot F seemed to be the most preferred due to proximity to B Concourse and C Concourse; however, most individuals noted that the preference changes depending on the terminal development, timing, and demand.
- How would passengers have access from the garages/hotels to the gates? Tunnels or above ground systems are options for connections.
- Rick Katz (Delta) stated he prefers tunnels (existing tunnels at other airports work great).
- Suggestion: Consolidated Rent-A-Car Center (ConRAC) relocated to the Old Control Tower site and use the current ConRAC for passenger travel. This would consolidate departing passengers near check-in/TSA. (Note that RAC garage is not owned by the Airport).
- Suggestion: Provide covered employee parking. This is also a suggestion for the North Terminal Landside Area available for redevelopment.
- Long-term and employee parking could be built vertically.

Support Facilities

- General Aviation locations in South Airpark seem appropriate. Do you really need that much?
- Dave (AvAirPros): the top right General Aviation development area could potentially conflict with additional Taxiway Z extension to the east in future, if that's needed. Maybe move that area down slightly to preserve your ability to make that extension.
- Rob (Grant Aviation): The two south/west areas identified for General Aviation development seem to be more than enough. Maybe you don't even need that top right spot.
- ARFF & Police Facility: ARFF Station #2 (in former Kulis site) is out of date; makes sense to upgrade it. You will probably get the least resistance to this idea. Rick (Delta): Give them what they need.

Other:

- Nata (AvAirPros): are there any overall huge constraints? A: Cook Inlet is the main constraint.
- Dave (AvAirPros): I still don't understand what is envisioned at each Planning Activity Level (PAL). I understand the near term and the ultimate, but the interim steps aren't clear to me.
- Nata (AvAirPros): What are we assuming about the North Terminal if we don't upgrade it?
- Mike Lee (ANC, Chief Engineer) suggested adding the Lake Hood property boundary to all figures to clarify to the public that the developments are on ANC property.
- General suggestion: please clarify what the PALs are and how they are/were set.

High Level Report Out Summary

1. Airside Recap provided by Evan
 - a. Responsive stewards to the land; prepare for the future
 - b. Relationship for cargo aircraft parking on west side is generally favorable
 - c. Centralized operations
2. Support Facilities Recap provided by Gareth
 - a. Prioritize General Aviation so parallel taxiways don't impact operations
 - b. Accommodating business opportunities
 - c. ARFF/police facility – comments were supportive of the potential improvements
3. Landside Recap provided by Benji
 - a. Employee parking prioritized
 - b. Hotel is a desired on airport
 - c. Areas for redevelopment are essential and implementation will be phased with demand
4. Terminal Recap provided by Michael
 - a. B Bump-Out is a good idea
 - b. Only add one more gate
 - c. Intra-state airlines are looking for more space
 - d. Intra-state/regional airlines are using North Terminal spaces
 - e. Unified terminal favorable with no alleyways
 - f. D Concourse (push back operations difficult) creates congestion
 - g. Additional R spot and open circulation
 - h. Snow removal in D Concourse Alternative is difficult. Snow removal is easier with the E Concourse/North Terminal Alternative
 - i. North Terminal Alternative is ideal due to construction during peak; better for operations

David Brewer: Talk more about PALs. Explain this more. Baseline and PAL 3 are understandable; but make it clearer.

Adjourn at 4:08 pm

Meeting Minutes

Project: ANC Master Plan Update

Subject: SWG Meeting #3 – Workshop Notes

Date: Tuesday, February 06, 2024

Location: Coast Inn at Lake Hood

Attendees:	VIRTUAL: Jenna Wright, AEDC	Cristin Jones, ANC
	VIRTUAL: Marty Bettis, Signature	Teri Lindseth, ANC
	VIRTUAL: P.J Cranmer, Commodity Forwarders	Ian Rockmore, ANC
	VIRTUAL: Johnathan Linquist, FAA	Jennifer Pepin, ANC
	Joe Zerck, Pegasus	Mike Lee, ANC
	Ryan Yelle, MOA	Evan Pfahler, RS&H
	Craig Lyon, MOA	Michael Spitzer, RS&H
	Jon Isaacs, Turnagain Community Council	Gareth Hanley, RS&H
	Cathy Gleason, Resident	Benjamin Moncrieff, RS&H
	Bob Auth, Spenard CC	Katherine Wood, HDR
	Sarah Haley, ANC	Pearl-Grace Pantaleone, HDR
	Taylor Beardsley, ANC	Colleen Moran, HDR
	Bandi Reinhardt, Resident	Rory McAllister, HDR
	Steve Montooth, Resident	
	Albert Circosta, SSS Commercial Real Estate	
	Andy Diresnore, Resident	
	John Mun, ANC	

Start 2:03pm

Overall Presentation

- Pegasus: does the general aviation forecast include Lake Hood? A: No
- Jon Isaacs, TCC: Are these forecast numbers showing the low, medium or high scenarios? A: it's a mix; these are the most probable rates of growth, but the general aviation rate is modest; passenger rate moderate, and cargo rate is higher.

Terminal Discussion:

- How will the connection between the South Terminal and the revived North Terminal work?
 - Better to connect both to provide equivalent user experience and access to amenities
- How would the construction actually work?
 - Apron is elevated versus the roadway by about 4-5 ft.
 - North Terminal would need to be upgraded to meet current structural and seismic code.
- How much will this all cost? What's the difference between the two? (2x)
 - Probably close to the same for both long term options.

- The North Terminal has existing baggage and ticket counters, etc., that could be brought online if needed, but they are not needed for the additional 8 gates that forecast. So, you have options.
 - In the summer, the north side of the North Terminal could still be used for international travelers.
- D Concourse – seems like you would be able to make this user experience better sooner; E Concourse & North Terminal seems like it would cost a lot to bring that up to match the existing level of service of the South Terminal.
 - E Concourse & North Terminal: would require expansion of the footprint to add a new corridor, since it was constructed using a different paradigm for international-to-international travel.
- If you build D Concourse, will you displace cargo parking?
 - Yes, at least R2, R3, and R4. If you build it farther west, then even more [R Spot] cargo parking would be displaced.
- What are the L Gates? Intra-Alaska –used by regional carriers within the State.
- Baggage and security needs seems like a no brainer without a lot of alternatives. Seems like there are more options for gates.
 - Yes, baggage handling and storage is at capacity, especially during peak periods
- TCC would like baggage make-up tour. Airport can try to accommodate.
- E Concourse & North Terminal makes the most sense to me.
- I like the idea of using the North Terminal – it's there, they're connected, there's a bike path. It's got a good flow to it. The original idea was to have the South and North Terminals and connect them. If you do not use North Terminal, it's not good for anything else.
 - (How about loop road? Is that too far to go through?) It's not that far. It would not inconvenience me.
- If you do D Concourse, what happens to North Terminal?
 - Tear down
- If you upgrade North Terminal, would we be losing any service?
 - No, we could preserve both functions in the North Terminal.
- Q: Are we forecast to get more international travelers?
- Landside area in front of North Terminal has space for parking garage.
- Multiple remarks that the D Concourse aircraft parking apron area looks congested on the graphic. Michael notes that the layout would work with the airfield taxiways and taxilanes; almost every airport has parallel piers.
- Put the North Terminal to work. Use existing infrastructure.
- Winter vs. Summer Operations – can future terminal have a seasonal shutdown? Can it be used for snow storage and parking?
- North Terminal is the logical choice for expansion. It was already used for international flights, why not touch it up and return it to use?
- What else would be done with the North Terminal if it is not refurbished?
- Bite the bullet and go straight to the D concourse and keep building new

- We will eventually need a D concourse but throwing away the North Terminal is a waste
- Some walks [e.g. walking distances] in overseas airports feel like miles. Connecting the two concourses is not that far of a walk, especially with a moving walkway.

Airside Discussion:

- 4th runway has been controversial in the past.
- Why hasn't the West Airpark been developed yet?
 - We haven't needed it yet and can operate efficiently today.
- Area reserved for future runway: is it owned by ANC or not?
 - Partially. The area south of the AWWU water treatment facility is currently MOA land.
- Clitheroe Center: there is a community desire to replace it and relocate it elsewhere. But I like that the Master Plan recognizes that it's there and needs access as long as it's there. I believe the road is permitted across airport property.
- Are there any other airports part of AIAS?
 - No, just FAI and ANC.
- Is there any interest from communities in the Mat-Su Valley to expand airport(s) and relieve air traffic?
 - Maybe some murmurs, more from Wasilla but the idea is in its infancy. But for example, Alaska Airlines would have to make that decision. Even so, an airport would need to provide security, fencing, and other improvements to become a Part 139 commercial service airport that could accommodate that type of change.
- 3 runways meet demand through PAL 2. 4 Runways needed by PAL 3.
 - A second North/South runway is not needed for a long time. Goal is to preserve the land for when it is needed.
- How is West Airpark development going to be accessed? The existing access road would be relocated farther west and would continue to support the area.
- Public wants the Coastal Trail to remain. Suggestion: plan for re-routing around the developments to keep the Trail connected.
- Can a secondary de-icing location be added?

Landside Discussion:

- If you are going to be doing development, upgrade the North Terminal and add a connected parking garage
- What is parking demand based on?
- Has anyone approached the Airport about building an onsite hotel?
- Would garages solve the current parking problem if built?
- Is it possible to extend the north garage to the North Terminal?
- We need more parking, and we need a close hotel
- Add a second garage
- How long will new parking structures take to build?

- We want more parking, and we need more parking.
- What is the parking for a hotel development going to look like? Demand? - the parking for a hotel has not been designed/concepted yet.
- The options seem feasible. They reuse existing facilities.
- Are other transportation types being considered?
 - Train travel.
 - Off airport parking with mass transit to airport.
 - What are Uber and Lyft trends? Is that impacting forecasted parking demand?
 - Mass transit/tour bus/etc.
- Depending on terminal development, different considerations would be preferred for landside developments.
 - International (North Terminal) - what are the impacts of E Concourse on international and TSA. Would TSA be consolidated to one location?
 - Parking location depends on the development and logistics of TSA, check-in, etc.
- Jon Isaacs – concerned about hotel and hotel parking. How will it impact flow and congestion?

Support Facilities Discussion:

- Why is there so much in terms of infrastructure if the future growth is predicted to be moderate?
- Are any of these developments specifically tied to levels of future growth?
- What is the green area on the map? (NorthLink)
- Are there personal planes in the South Airpark? Or is it all businesses?
- Any development in the South Airpark must first and foremost be compatible with the houses that are right across the road
- Request to add some sort of scale reference to the maps in the future
- Does the Airport have a secondary facility for snow storage?
- Why are the Police/Fire station located where they are? Can they be relocated?
- None of the actions in South Airpark are particularly provocative or controversial
- Any time you are building anything on airport property, you are going to have pushback from the local community councils who are very involved in responsible development. Pay attention to them. They know how to give you problems if they want to.
- Does “general aviation” include people looking to park small private planes?
- Are you going to entirely demolish the police/fire station and start from scratch?
- People in the area will be against development here no matter what it is.
- Looking at residential land uses, there would be tradeoffs for potential developments near those off-airport land uses
- NorthLink buffer: NorthLink leased land, but the developers worked with the public and they listened. NorthLink will build a 700-foot buffer within the perimeter of their leased area
- When asked why the Airport does not create a buffer from the surrounding community, ANC responded by saying that the FAA Grant Assurances require that the Airport maximizes revenue of its land area by leasing it for development. If it is not leased and has a buffer, another tenant

can come out and lease that space. Therefore, the FAA does not permit airports to designate land areas as undevelopable buffers if the land area can be leased by tenants. However, tenants are permitted to use a portion of their leased area as a buffer.

- The Airport needs to work on snow storage

Adjourn at 3:56 pm

ID	Start time	Completion time	Full Name	Company	Email Address	Address, City, State, Zip Code	Gender	Race
1	2/6/24 17:19:53	2/6/24 17:23:37	Rob Stapleton	Alaskafoto	Akfotoman@gmail.com	1497N Heather Meadows Loop,ANC	Man	White (W)
2	2/6/24 17:23:44	2/6/24 17:27:14	Judith Brady	Private	Jmbrady907@gmail.com	6546 Lakeway dr 99502	Woman	
3	2/6/24 17:24:55	2/6/24 17:32:22	Ali Sacks		ali.s.geope@gmail.com	-		
4	2/6/24 17:32:37	2/6/24 17:33:53	Kathleen McCoy		Kathleenjmccoy23@gmail.com	3620 Clay Products Drivw	Woman	White (W)
5	2/6/24 17:33:57	2/6/24 17:36:21	Toby Steinberger		pete_toby@hotmail.com	4139 Rasperry Rd, Anchorage, Alaska 99502	Woman	
6	2/6/24 17:27:20	2/6/24 17:36:30	Peter Bradshaw		4139 Rasperry Rd	ANC ALASKA 99502	Man	White (W)
7	2/6/24 17:36:45	2/6/24 17:38:40	Alyssa Hodum		Rose52400@gmail.com	740 W 47th Ave #16 Anchorage AK	Woman	White (W)
8	2/6/24 17:49:06	2/6/24 17:50:22	Ann Marie Larquier		alarquier@gmail.com		Woman	White (W)
9	2/8/24 16:30:28	2/8/24 16:33:41	Pete Dahl	341 Alaska Laborers	pdahl@local341.com	2501 Commercial Dr. Anchorage, Ak 99515	Man	White (W)

ANC MPU Public Meeting #3 Preliminary Alternatives Notes

Q/A

1. **What do PAL 1, 2, and 3 mean?**
 - a. PAL stands for Planning Activity Level. There are different metrics for cargo, passenger, aircraft operations, and general aviation. The planning team ties the need for development to aviation activity thresholds rather than years. Because the need isn't dependent on a certain date in time, the Airport can provide infrastructure on necessity for when it's driven by demand.
2. **What is the beige item on the top of slide 31?**
 - a. That is an existing Taxiway Z, which is planned to be extended through phased construction. You can see it more clearly on slide 17 on the bottom of the graphic.
3. **When does the discussion of cost and funding come into play?**
 - a. The next step is to complete a cost estimate to inform the next stage of decision making. The Airport will not make a final decision until all the feedback and data is collected and assessed.
 - b. The Airport is self-funded; meaning that it is not funded through general revenue from the state. The Airport may apply for federal grants for supplemental funding.
4. **What is the current passenger facility charge or PFC?**
 - a. \$3.00 per enplaned passenger.
5. **At the beginning of the presentation on slide 13, "Preliminary Runway Alternative," it describes Phase 3 as optimizing the Alaska International Airport System (AIAS). How do you optimize the airport system?**
 - a. The AIAS includes Fairbanks International Airport (FAI) and Anchorage International Airport (ANC), which are the two busiest airports within the state.
 - b. Aircraft operators have the ability to use the infrastructure for tech stops at FAI, if ANC is congested. Thus, the State would encourage airlines to use both facilities as a system.

Breakout Session Comments

Airside

- Concern that West Airpark ground support operations may be difficult to conduct if equipment and staffing is largely based in the terminal area, like they are currently.
- A Tunnel under the north-south runway? Could be hard to navigate
- Amount of traffic in tunnel could be a challenge
- West Airpark ground vehicle access could be challenging
- Planning and coordination of a wide range of aircraft sizes
 - o i.e., cargo or small aircraft

Terminal

- Long walk after security for Option 2; please think about options for those with mobility challenges such as a tram, cart, or moving walkway
- North Terminal security –will force TSA to staff multiple checkpoints
- Do not like D-Concourse option

- If we do D-Concourse option, we will need multiple check points. Suggest keeping the existing and putting a new one in the middle
- In favor of North Terminal re-use
- How will widebody international diversions be accommodated if North Terminal is demolished?
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe

Landside

- Improve pedestrian access to and in the middle of the airport terminals
 - o i.e., walkability to parking and Lake Hood
- North Terminal parking lot and Park Ride & Fly Lot
 - o Dig down 2 stories and build up 4
- Will there be a tram between the two terminals?
- Keep the travelers between the two terminals safe
- PFAS concerns: past and future soil disposal
- Coordination between airport master plans (JBER/Lake Hood/FAI)
- More covered parking is desirable
- Maybe private developers could build passenger parking off site

Support Facilities

- Suggest relocating ARFF to end of Runway 7R (near Clitheroe Center / within area denoted as #5 on the graphic)
 - o Can add 4 hardstands: snow storage in winter and for plans in summer



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 02/06/24 Time: 5:30-7:30 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 32 (attach copy of sign-in sheet)

Number of Minority present: 11 Number of Women present: 11

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Centrall

Prepared/Facilitated by: Anchorage Airport

Meeting Location: ANC Tanana Conference Room Date: 02/05/202 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Airline Advisory Committee

Method of advertisement: Direct Invite + public advertisement

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 19 (attach copy of sign-in sheet)

Number of Minority present: 5 (reported) Number of Women present: 4 (reported)

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: Anchorage Airport

Meeting Location: Coast Inn at Lake Hood Date: 02/06/24 Time: 2-4pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group

Method of advertisement: Direct Invite + public advertisement

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 17 (attach copy of sign-in sheet)

Number of Minority present: 3 Number of Women present: 3

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

***Total number of citizens on CAG Board:** N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

APPENDIX A-6

Public Meeting #4 Report



Ted Stevens Anchorage International Airport Master Plan Update



May 2024
Public Meeting

Table of Contents

Introduction	1
Overview of Public Involvement Activities.....	1
Public Meeting and Online Open House #4	1
Advertising.....	1
Summary of Comments + Questions/Answers	2

Attachments

Attachment A: Meeting Presentation

Attachment B: Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards

Attachment C: Email Blasts

Email #1 Announcement – Join Us

Email One-Week Reminder – Next Week

Email Public Meeting and Online Open House Reminder – Today

Attachment D: Advertisements

Anchorage Daily News Display Ad #1

Anchorage Daily News Display Ad #2

Anchorage Daily News Legal Ad

Anchorage Daily News Online Ads

Alaska Public Media Radio Ads

State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee

Meeting State of Alaska GovDelivery

Social Media Posts

Attachment E: Meeting Results

Sign-In Sheet – Committee Meeting

Sign-In Sheet – Public Meeting

Committee Meeting Notes

Public Meeting Notes

Online Open House Analytics

Title IV Report – Committee Meeting

Title IV Report – Public Meeting

Introduction

This Public Outreach Summary is used for tracking and documentation of public involvement activities. It outlines the public involvement strategies and tactics used to engage the public on the Ted Stevens Anchorage International Airport (ANC) Master Plan Update (MPU). The summary includes a description of the outreach strategies implemented, the tools used for implementation, the results of the public outreach, and the feedback collected during the outreach.

Overview of Public Involvement Activities

The project team conducts a variety of public outreach tactics to engage, inform, and solicit input from the public on the ANC MPU project. The following activities were conducted during quarter two of 2024.

Public Meeting and Online Open House #4

During the last week of May 2024, two meetings were held to inform the public of ANC's preferred alternatives for the ANC MPU project. The alternatives were divided into four distinct categories based on airport functional areas, which include airfield, terminal, landside, and support facilities. One hybrid committee meeting combined the two stakeholder groups, Airline Advisory Committee and Stakeholder Working Group, and was held on Wednesday, May 29, 2024, in the Denali Ballroom of the Coast Inn at Lake Hood from 10am-12pm. Later that day, a public meeting was held in the Denali Ballroom of the Coast Inn at Lake Hood from 5:30-7:30pm.

Both meetings were open to the public. A [presentation](#) was prepared and delivered at the meetings. [Posters](#) that provided larger graphics of the presentation slides surrounded the perimeter of the room for attendees to read and view including references to previous meetings that guided the alternatives process. All airport functional areas (airside, landside, terminal, support facilities) lined the back of the room to offer additional audience investigation. Project staff answered questions, provided in-depth details, and collected comments.

Other materials available during this meeting included a frequently asked questions (FAQ) document, an updated Fact Sheet, information cards with QR codes for supplemental information, and State of Alaska demographics surveys.

A total of [46 people](#) signed into the public meeting.

An [Online Open House](#) featuring materials presented in the public meeting was made available via the project website for two weeks from Wednesday, May 29 through Wednesday, June 12, 2024. During this active time, there were [293 visitors](#). The entire site was Section 508 compliant, with full accessibility, including a text-only page to view the entire online open house script.

Advertising

The public meeting satisfied the ANC MPU public involvement plan's advertising requirements of three-weeks before and again one-week prior. The following advertisement/publicity tactics were performed:

- **Attachment C**
 - Three E-Blasts sent to the project's email list for with a total of 220 recipients
 1. [Announcement](#): 235 successful deliveries, 479 total opens, 43 total clicks
 - May 9, 2024 at 7am
 2. [1-Week Reminder](#): 248 successful deliveries, 296 total opens, 30 total clicks
 - May 22, 2024 at 7am
 3. [Today Reminder](#): 247 successful deliveries, 284 total opens, 38 total clicks
 - May 29, 2024 at 7am
- **Attachment D**
 - Meeting information on the project website:
 1. <https://ancmpu.com/>
 - Week of [May 30 update](#)
 - Week of [June 13 update](#)
 2. <https://ancmpu.com/getinvolved.html>
 - Week of [May 30 update](#)
 - Week of [June 13 update](#)
 - Nine (9) advertisements in the *Anchorage Daily News*:
 1. Two display ads on [May 9th](#) and again on [May 20th](#)
 2. One legal ad on [May 9th](#)
 3. Six online ads campaigns 5/13/24 – 5/23/24: 49,621 impressions, 40 clicks
 - Two (2) weeks of streaming [radio ads](#) from Alaska Public Media from 5/9/24 – 5/10/24 and again from 5/20/24 – 5/24/24
 - Two (2) State of Alaska Online Public Notices posted from 5/10/24 – 5/29/24
 1. [Committee Meeting](#)
 2. [Public Meeting and Online Open House](#)
 - One (1) State of Alaska [GovDelivery](#) email sent on 5/9/24
 - Four (4) Social Media Posts
 1. [Facebook Event](#) created 5/9/24: 14 people responded
 2. [Facebook Post #1](#) on 5/9/24: 7 likes, 1 comment, 3 shares
 3. [Facebook Post #2](#) on 5/22/24: 4 likes, 1 comments, 3 shares
 4. [Facebook Post #3](#) on 5/29/24: 4 likes, 0 comments, 1 share

Summary of Comments + Questions/Answers

After a 50-minute presentation, the floor was opened to audience questions and answers. 15 questions were asked during this time:

1. **What is currently on the proposed parking lot sites in the East Airpark?**
 - a. There are currently Airport tenants on these sites. ANC would work with current tenants regarding their leases if and when it is determined that additional parking lots are needed in this area.
2. **Is the Federal Aviation Administration (FAA) warehouse in the East Airpark under consideration to be redeveloped for parking?**

- a. No, the FAA warehouse is not under consideration for parking.
- 3. **Cynthia Wentworth: Governor Sheffield's memoir shares his vision for commuter rail and a hotel at ANC because this would reduce the need for parking. I would like to see this included as a Master Plan alternative.**
 - a. Rail: The Alaska Railroad Track and Station at ANC is owned and operated by the Alaska Railroad. Alaska Railroad operates all rail service to and from ANC.
 - b. Hotel: The Master Plan will provide a land use plan that includes locations that could support development of a hotel at ANC. ANC would give consideration to a lease and development of a hotel on airport property.
- 4. **Shawn – lifetime resident: There are two things that are important: first, for the short-term, parking is a challenge. The second, flow of employees. Northern Lights Boulevard is a speedway; drivers are constantly running through red lights and going over 55 mph. Please consider encouraging Airport employees to leave through International Airport Road instead of Northern Lights Boulevard. Seriously consider working on it sooner rather than later.**
 - a. Thank you, we will document this comment in the Master Plan.
- 5. **The big land use that is in the development, NorthLink. We didn't mention it here. What is that?**
 - a. NorthLink is a private tenant development with an approved lease by the Airport that would accommodate cargo aircraft operations at ANC. Construction of the first phase of the NorthLink project began in 2023.
- 6. **For Planning Activity Level (PAL) 2/3, how many new airlines are you considering?**
 - a. The Forecast of aviation activity considers changes in operations, passenger levels, cargo tonnage, and general aviation. The forecast includes a prediction of future passenger demand and considers aircraft fleet mix but it does not predict which airlines would serve the demand.
- 7. **Cathy Gleason: There is no acknowledgement during this presentation about where the fourth runway would be developed. Anchorage Water and Wastewater Utility owns the land at the north end. The Municipality of Anchorage (MOA) has owned Point Woronzof park since 1994. It would take a vote to purchase this land. Suggest not showing non-Airport property on the Master Plan.**
 - a. Thank you for your comment. The outline of a potential second north-south runway is illustrated so that its planned location is visible on all future plans even though the airport is not preparing to implement construction of another runway at this time. The existing land uses in the location of a potential future runway will be illustrated for clarity and reference.
- 8. **The Master Plan should be looking at impacts to airspace. A fourth runway would be dangerous.**
 - a. The prior Master Plan evaluated the ANC area airspace and determined that a second parallel north-south runway could be accommodated. However, in the event that an additional runway was implemented, changes to the airspace would be necessary to accommodate future operations. At this time, ANC is not planning to implement additional runway capacity. If and when demand grows to the point that additional runway capacity was needed, additional detailed analysis would be required prior to implementation. Further, no major project could be implemented without completion

of environmental entitlement under the National Environmental Policy Act (NEPA) which would require additional planning and public engagement.

9. Teri: Evan, please explain the difference between the prior Master Plan and the updated Master Plan regarding the fourth runway.

- a. If there is a need for capacity, a fourth runway is an option. This would go through the proper NEPA process with an option of “no action.” Ultimately, the State, users, and those who participate in the NEPA process would determine the best option for the Airport. The current Master Plan highlights that the additional runway could be at ANC or at another location in the state, like another airport. That would be studied and decided if/when the need arises.

10. Bus routes in Anchorage need to be planned for in regard to the terminal.

- a. Thank you. The Master Plan will document the desire for public transportation options that serve ANC and will note that enhancement of Anchorage People Mover service to ANC and advertising of ANC bus service would be welcomed by the community.

11. Also, if you need a hotel, the Airport needs to determine where to put the hotel rather than having the developer pick where it’s located.

- a. If a hotel development were to be proposed, the Airport would work with the developer to find a feasible location that would not interfere with the aeronautical mission of the Airport.

12. Suggest that the Airport picks a spot so developers can be interested.

- a. Thank you for your comment.

13. On the Airside – Air Cargo side, there are areas that have no development. Why?

- a. The ANC Master Plan identifies suitable areas for development to meet the forecast needs during the 5-, 10-, and 20-year Master Plan horizon. The remaining airport land that is not developed is held in reserve for future aviation-related development or is left undeveloped to protect the airport’s operation (e.g. safety areas off the runway ends).

14. A rail station is a legacy, and the hotel is a must.

- a. Thank you for your comment.

15. Cathy Gleason: The property West of NorthLink – Little Campbell Lake Park is located on Airport property. There is a land entitlement agreement (1986) for the Airport/MOA to turn over properties on Airport land. Turnagain Community Council comments on the Anchorage Heritage Land Bank (HLB) say that the land should be transferred, not swapped, but it has never taken place. We should include in this Master Plan Update. Development at/around Little Campbell Lake would cause an uproar.

- a. Thank you for your comment. Since January 1995, the State and the MOA have been in a maintenance agreement wherein the State acknowledges the recreational value of Little Campbell Lake and the surrounding land, which is located on Airport property. The State has granted access to the public in exchange for the MOA maintaining the land. Little Campbell Lake and the surrounding land is located in an area designated for future Airport development under the current FAA-approved Airport Land Plan. Little Campbell Lake and the surrounding land will remain airport property.

Attachment A

Meeting Presentation

ANC Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Preferred Alternatives

MAY 2024

WELCOME TO THE ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- Planning Activity Level (PAL)
- Preferred Alternatives
- Next Steps

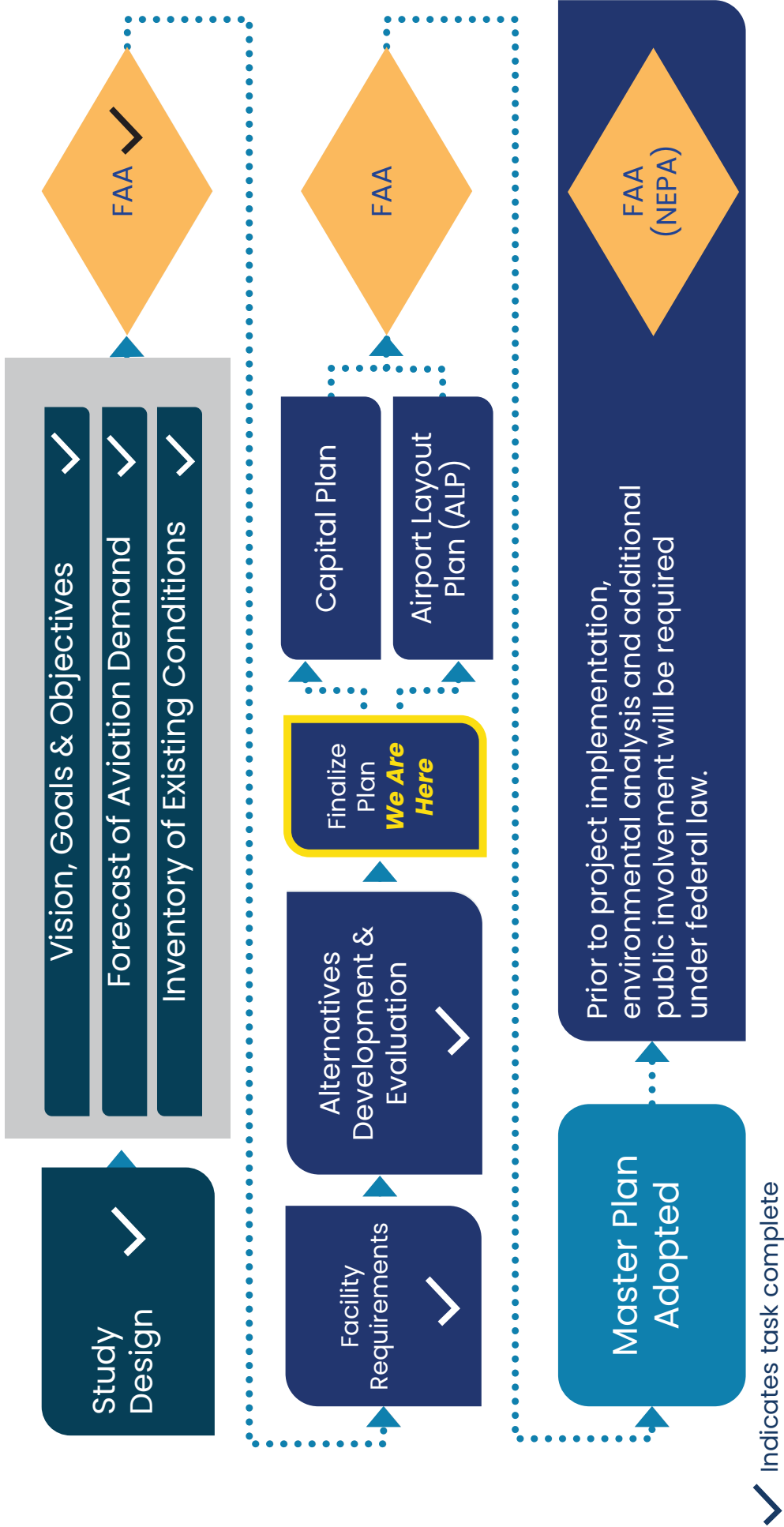


ANC MASTER PLAN PUBLIC MEETING #4

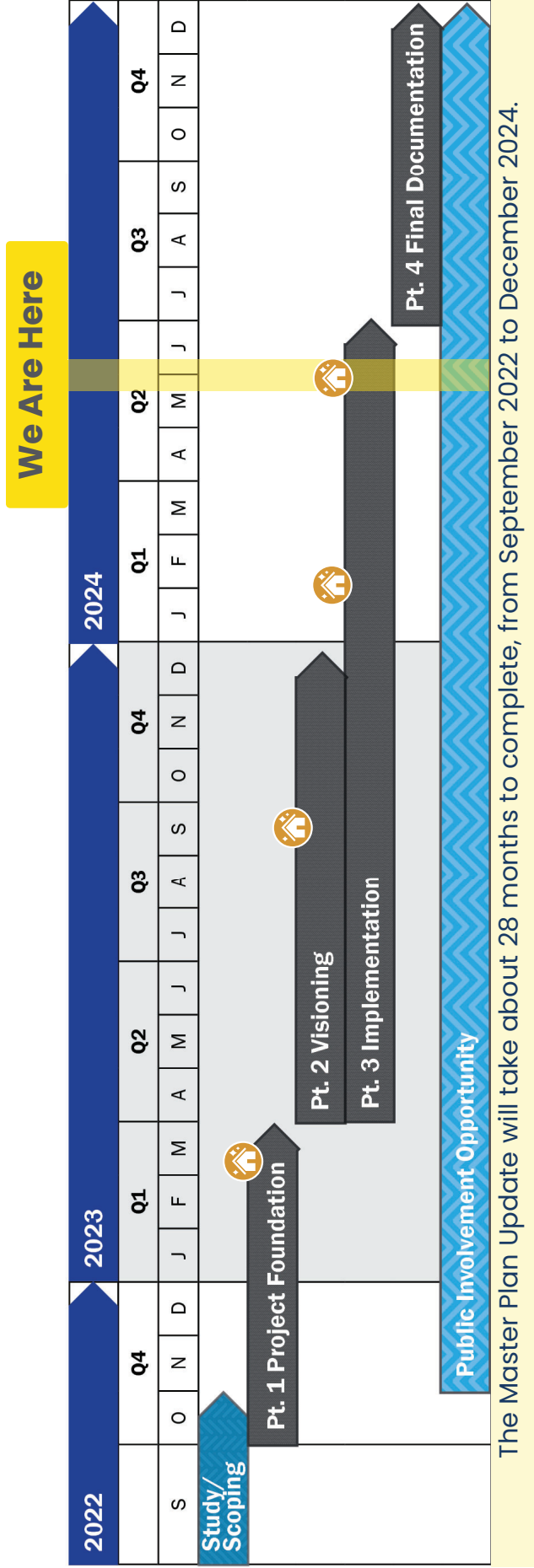
-
- **Activities to Date**
 - Planning Activity Level (PAL)
 - Preferred Alternatives
 - Next Steps



MASTER PLAN PROCESS OVERVIEW



PROJECT SCHEDULE OVERVIEW + ENGAGEMENT



Public Meeting # 1

Attendees



73

Online Open House Visits

7 Written Comments



73

Mailing List Additions

Public Meeting # 2

Attendees



29

Online Open House Visits

4 Written Comments



29

Mailing List Additions

Public Meeting # 3

Attendees



43

Online Open House Visits

8 Written Comments



17

Mailing List Additions

Public Meeting # 4

We Are Here



Indicates Completed Public Meetings

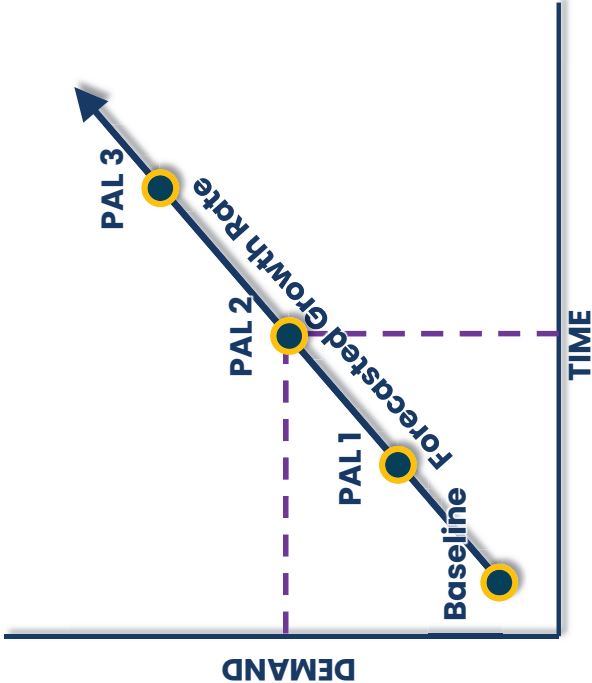
ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- **Planning Activity Level (PAL)**
- Preferred Alternatives
- Next Steps

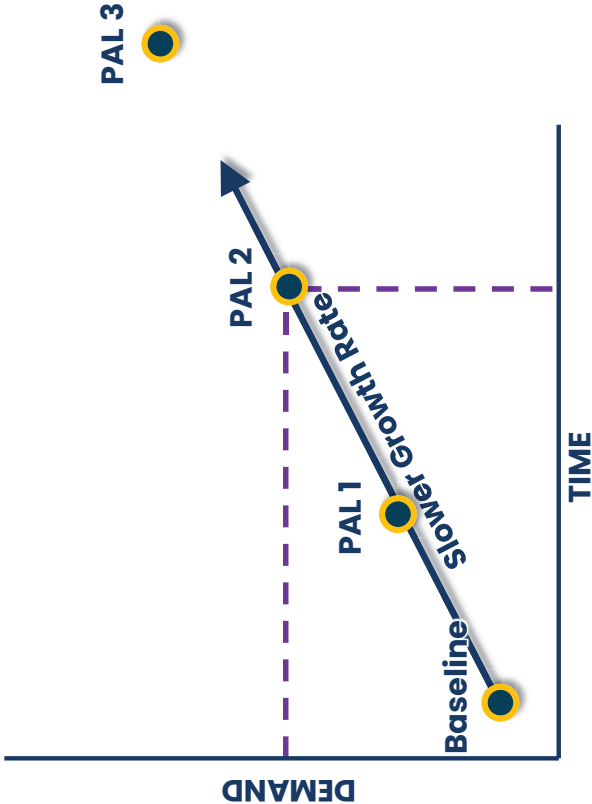


Planning Activity Level (PAL)

Forecasted Growth



Slower Growth

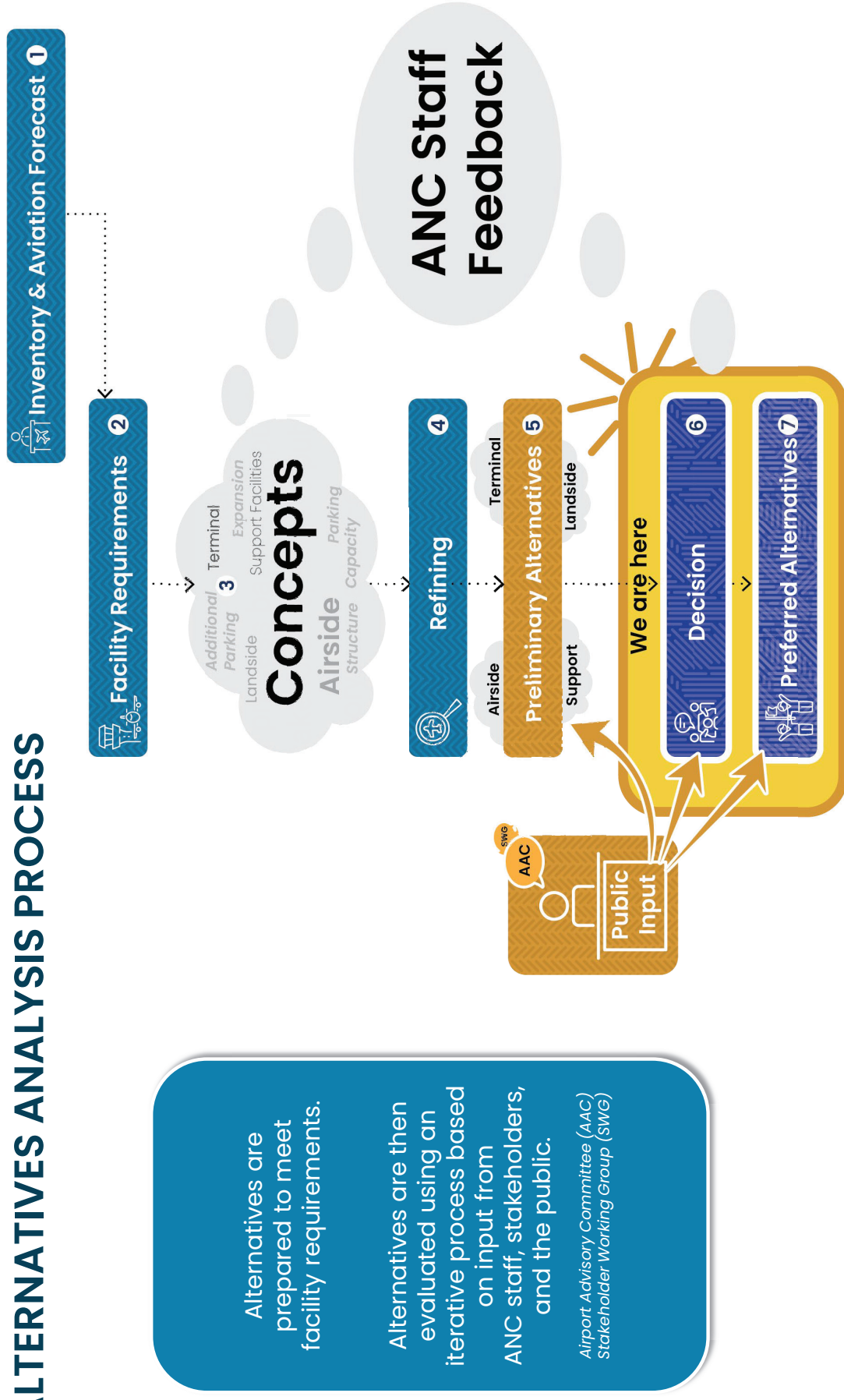


ANC MASTER PLAN PUBLIC MEETING #4

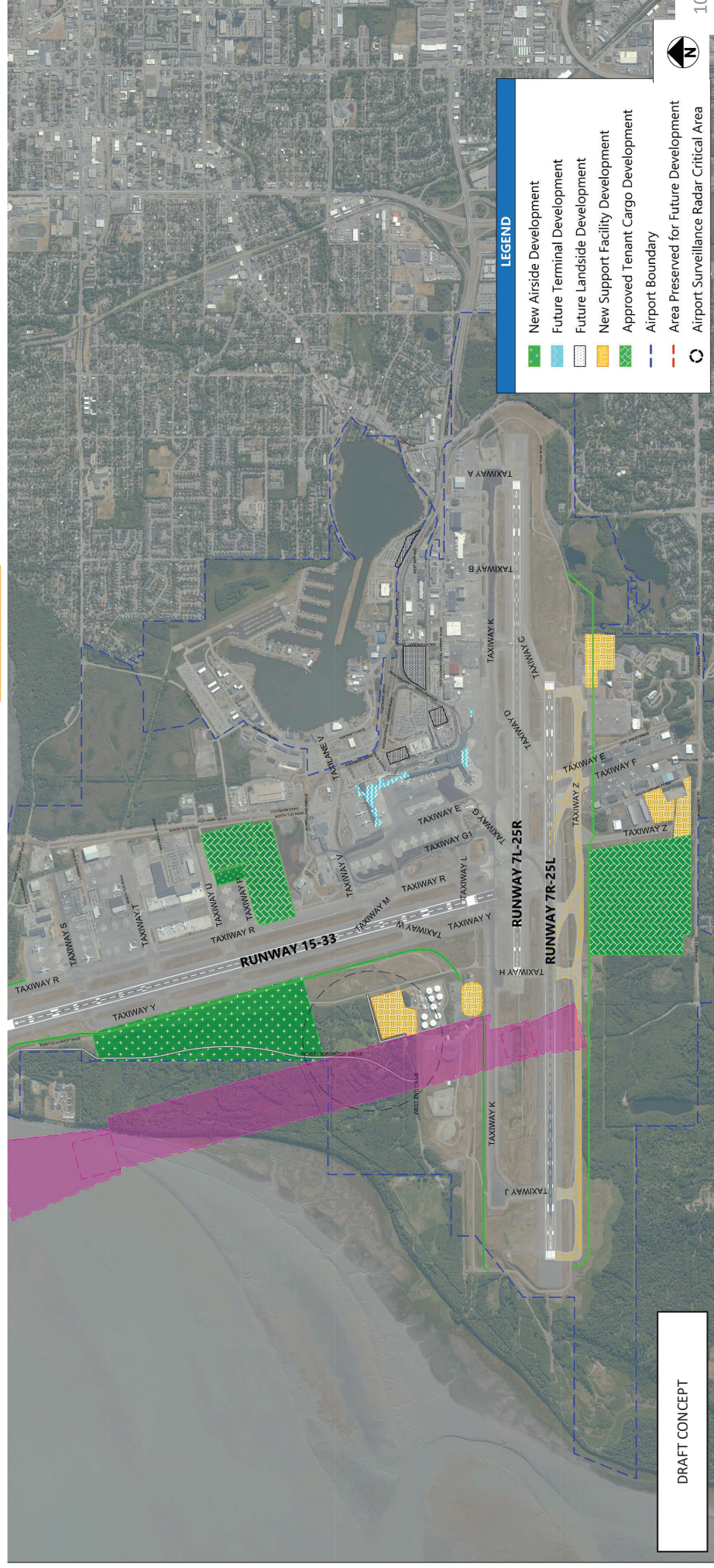
- Activities to Date
- Planning Activity Level (PAL)
- **Preferred Alternatives**
- Next Steps



ALTERNATIVES ANALYSIS PROCESS

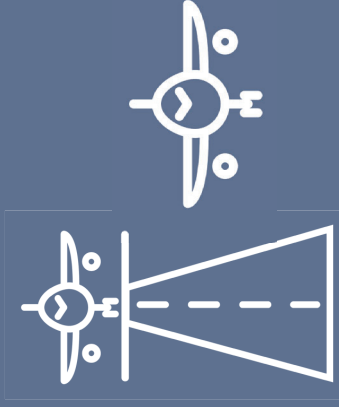


Preferred Alternatives Overview



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



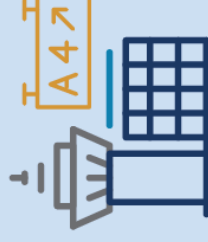
2. Terminal



3. Landside

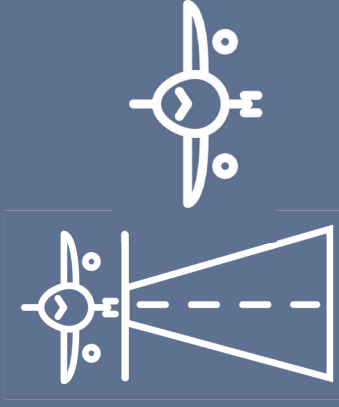


4. Support Facilities



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



3. Landside



4. Support
Facilities



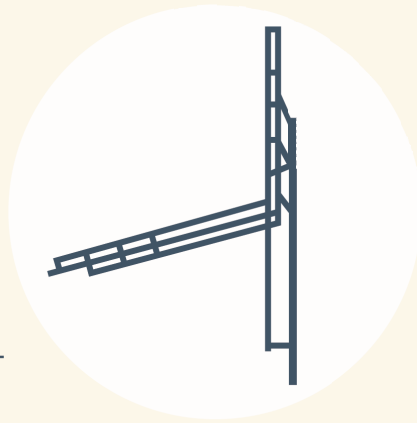
Airside – Runways

ANC MASTER PLAN

Preferred Runway Alternative

PHASE 1 Minimize Development

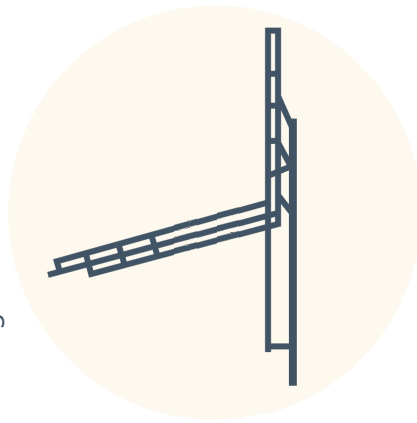
☒ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

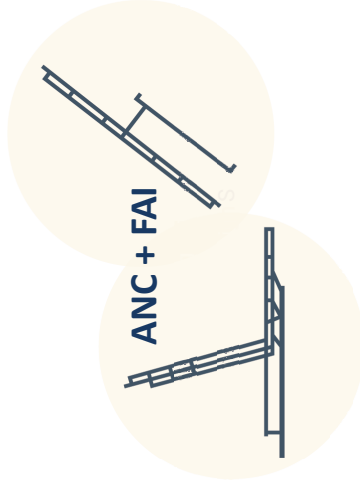
☐ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

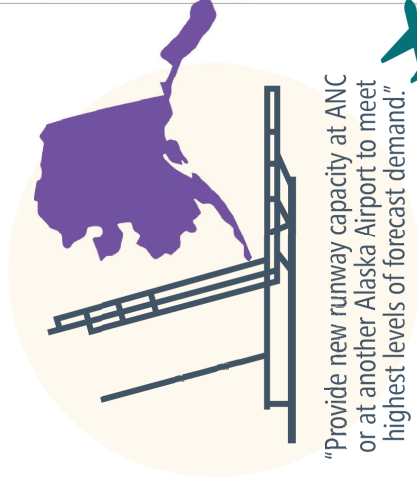
☐ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

☐ Future



"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

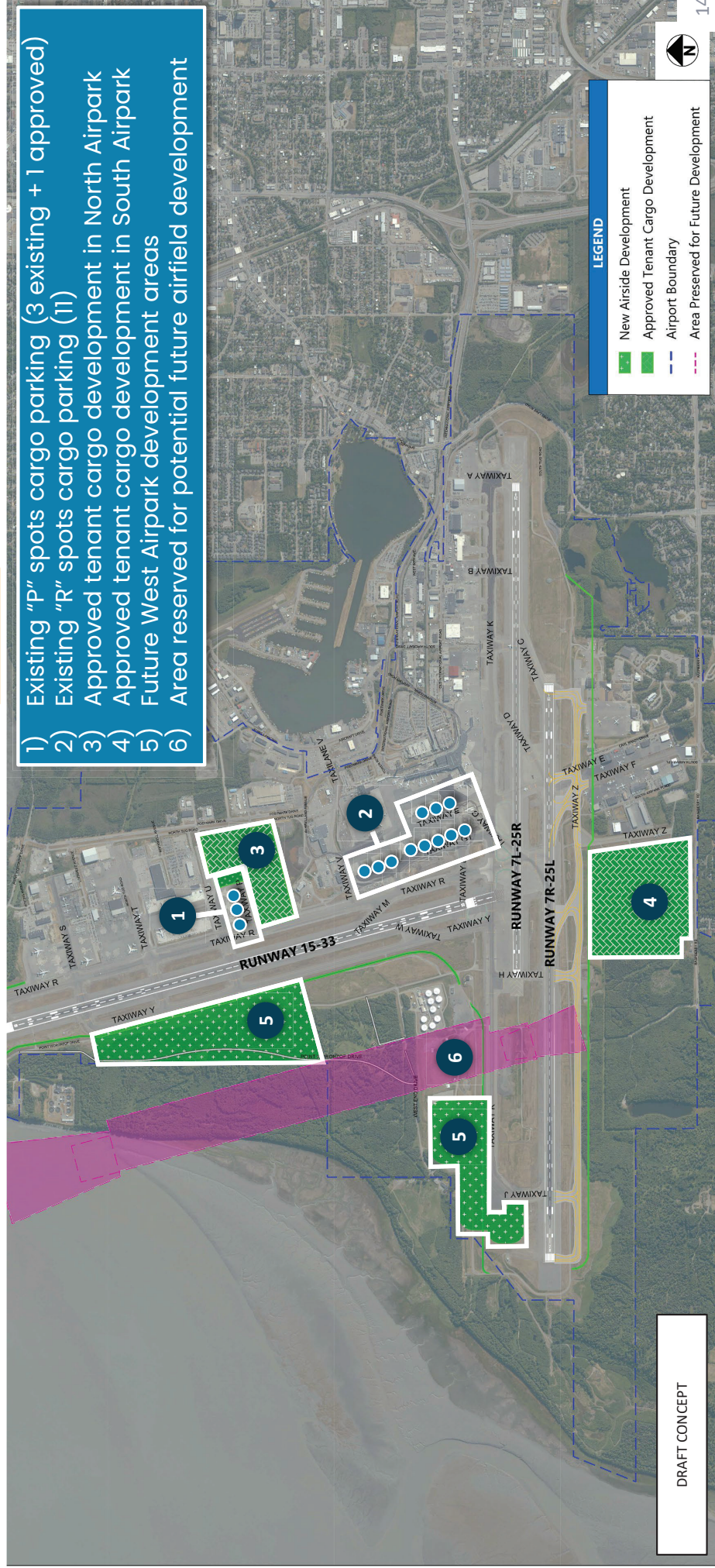


DRAFT CONCEPT

G R O W T H O V E R T I M E

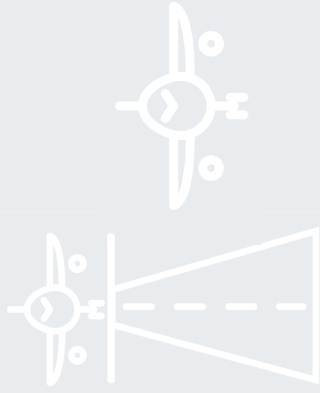
Preferred Air Cargo Alternative

- 1) Existing "P" spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" spots cargo parking (11)
- 3) Approved tenant cargo development in North Airpark
- 4) Approved tenant cargo development in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development



ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



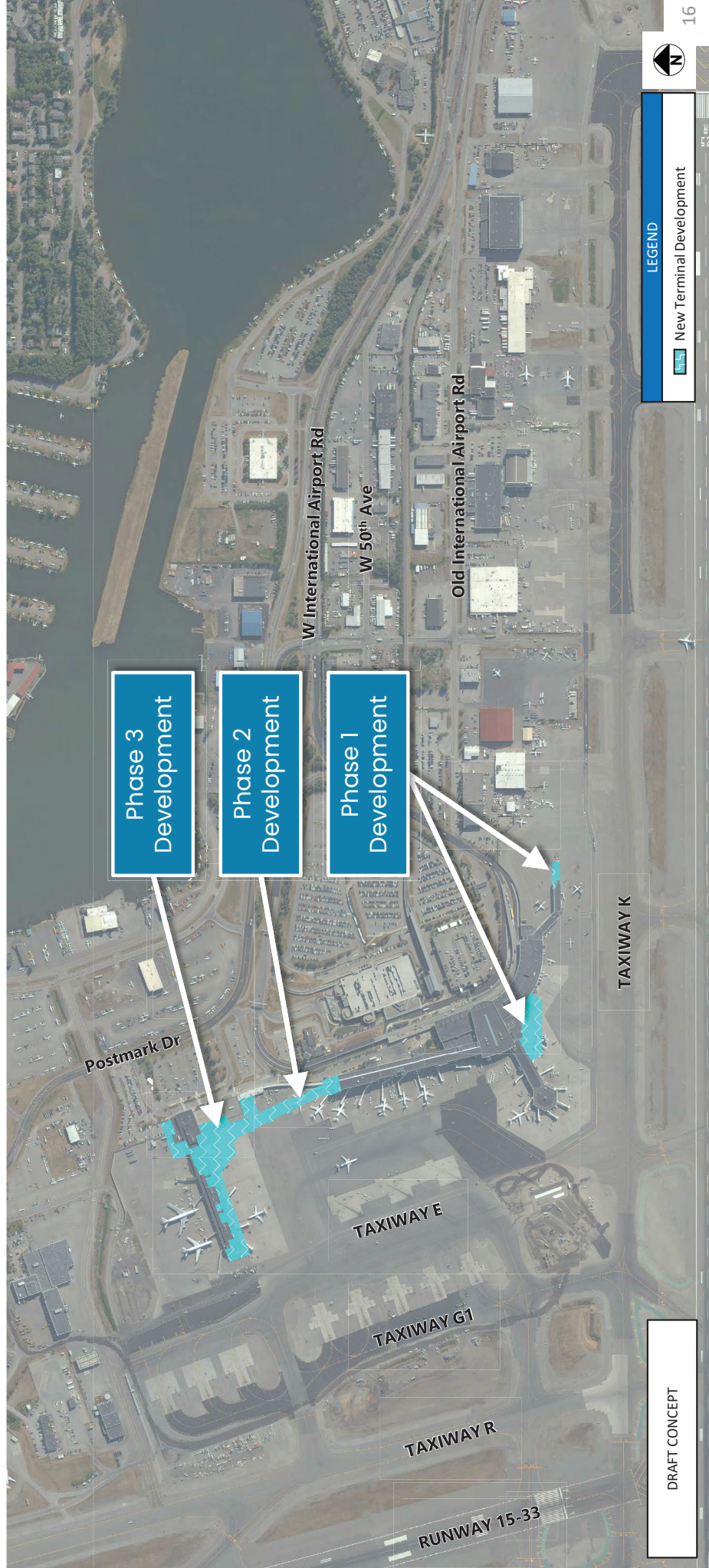
3. Landside



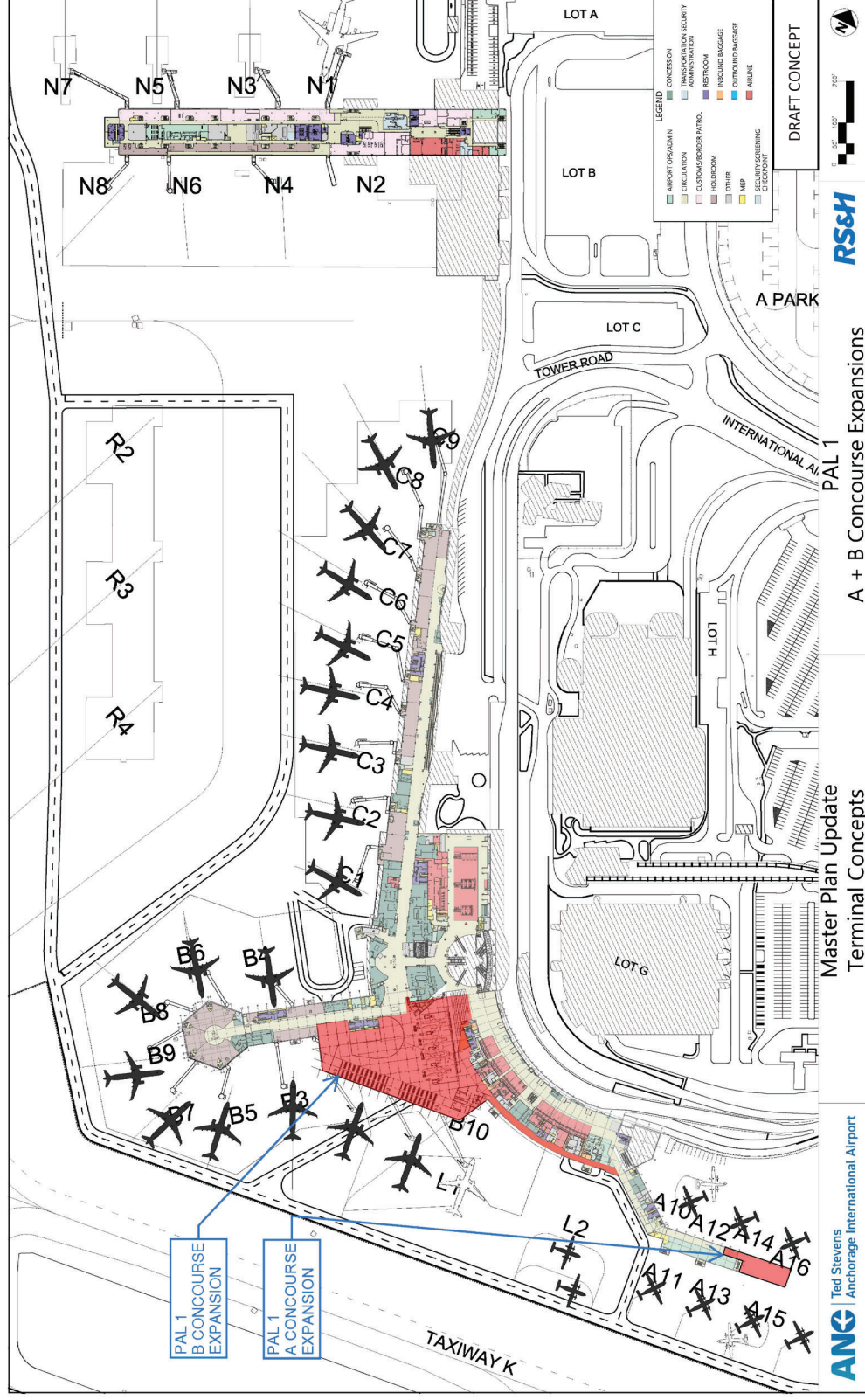
4. Support
Facilities



Preferred Terminal Alternative



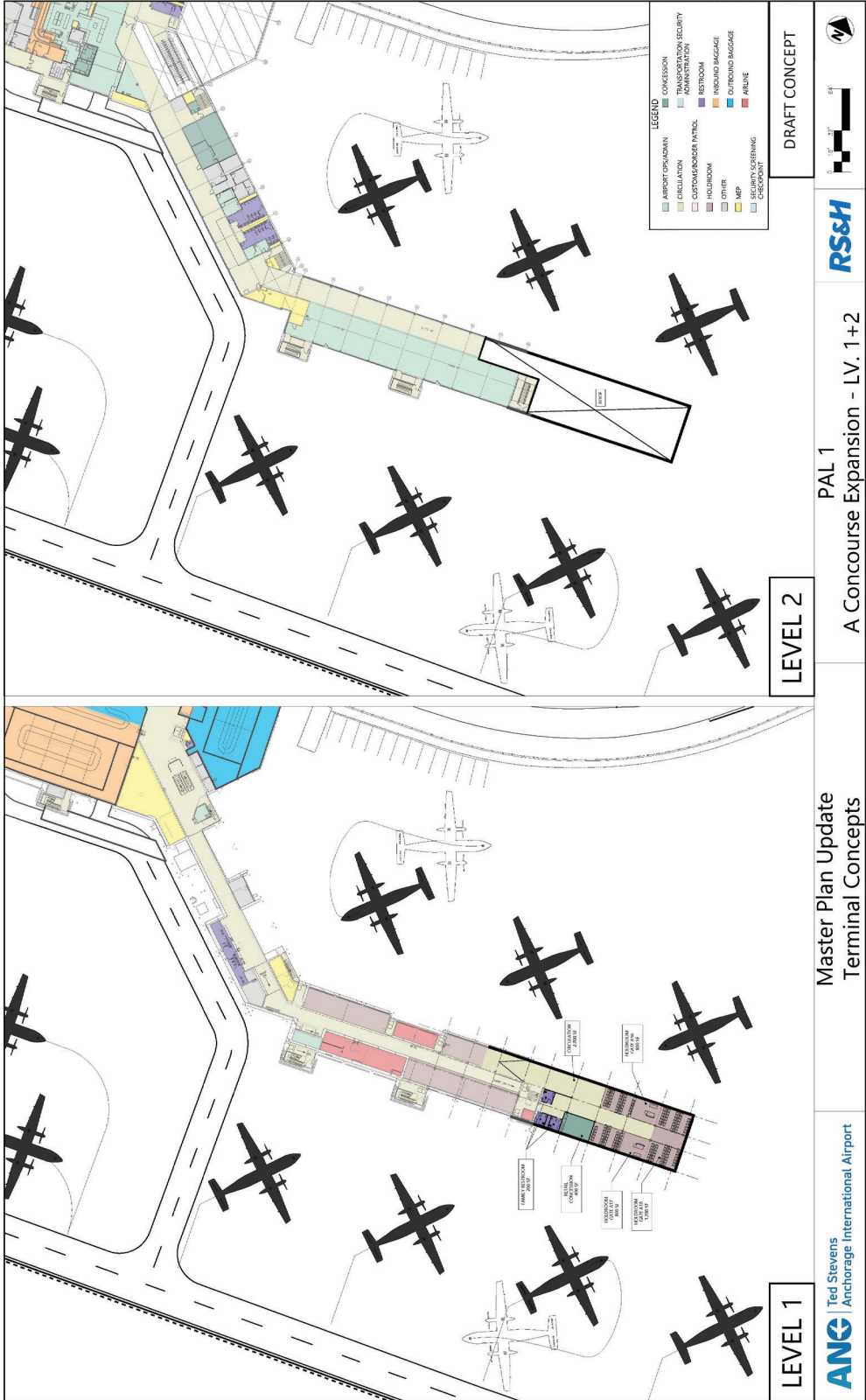
Preferred Terminal Alternative Overview



ANC MASTER PLAN

Preferred Terminal Alternative Overview

A Concourse Expansion



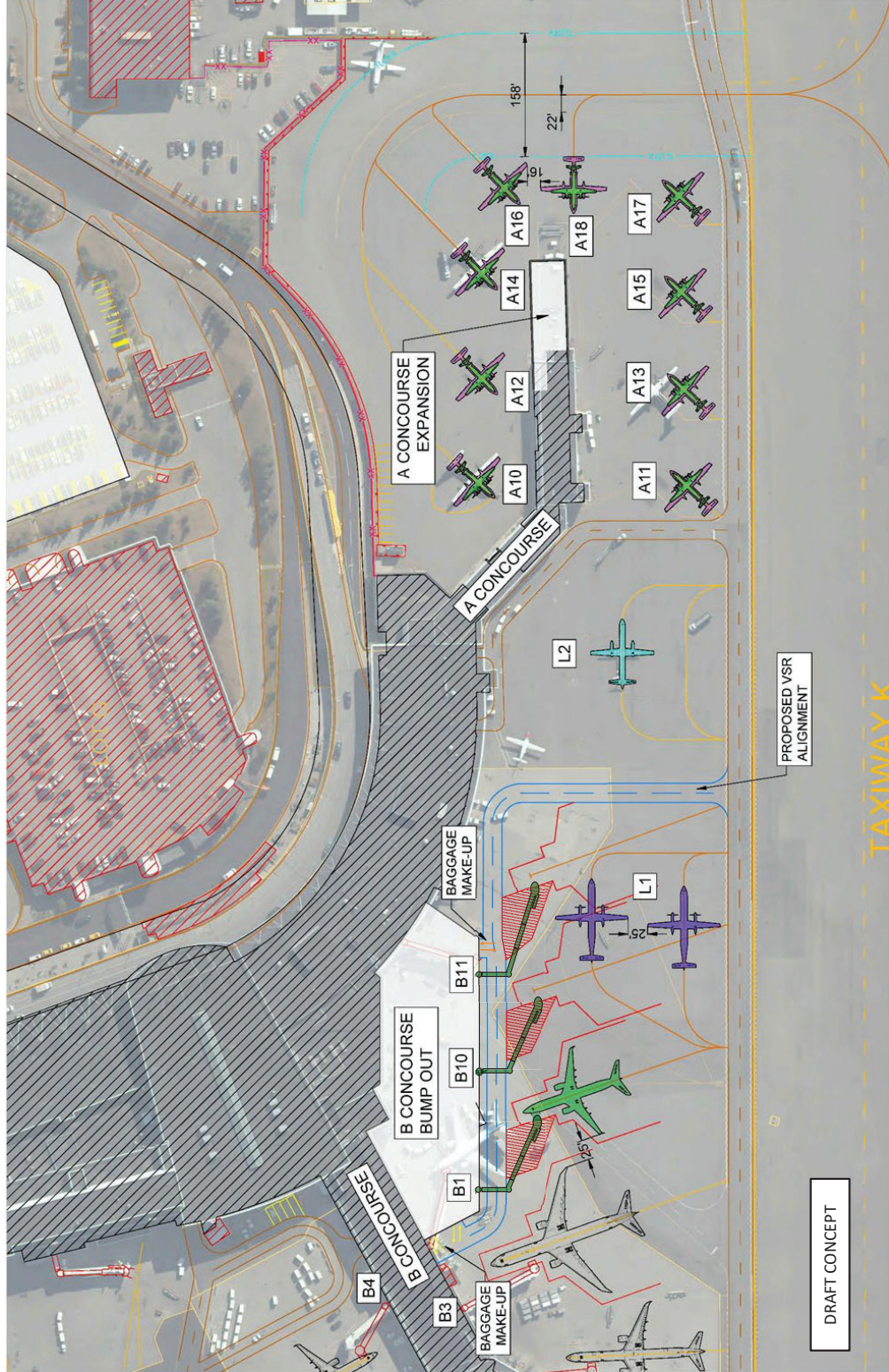
PAL 1: 3M Annual Enplanements

✈ ✈ ✈

Additional Area: 6,100 SF
Additional Gates: +2 Regional Gates
Total Cost: \$20.4M – \$25.1M

B Concourse Expansion

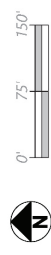
ANC MASTER PLAN
Preferred Terminal Alternative Overview
Conceptual Daytime Apron Usage



PAL 1: 3M Annual Enplanements



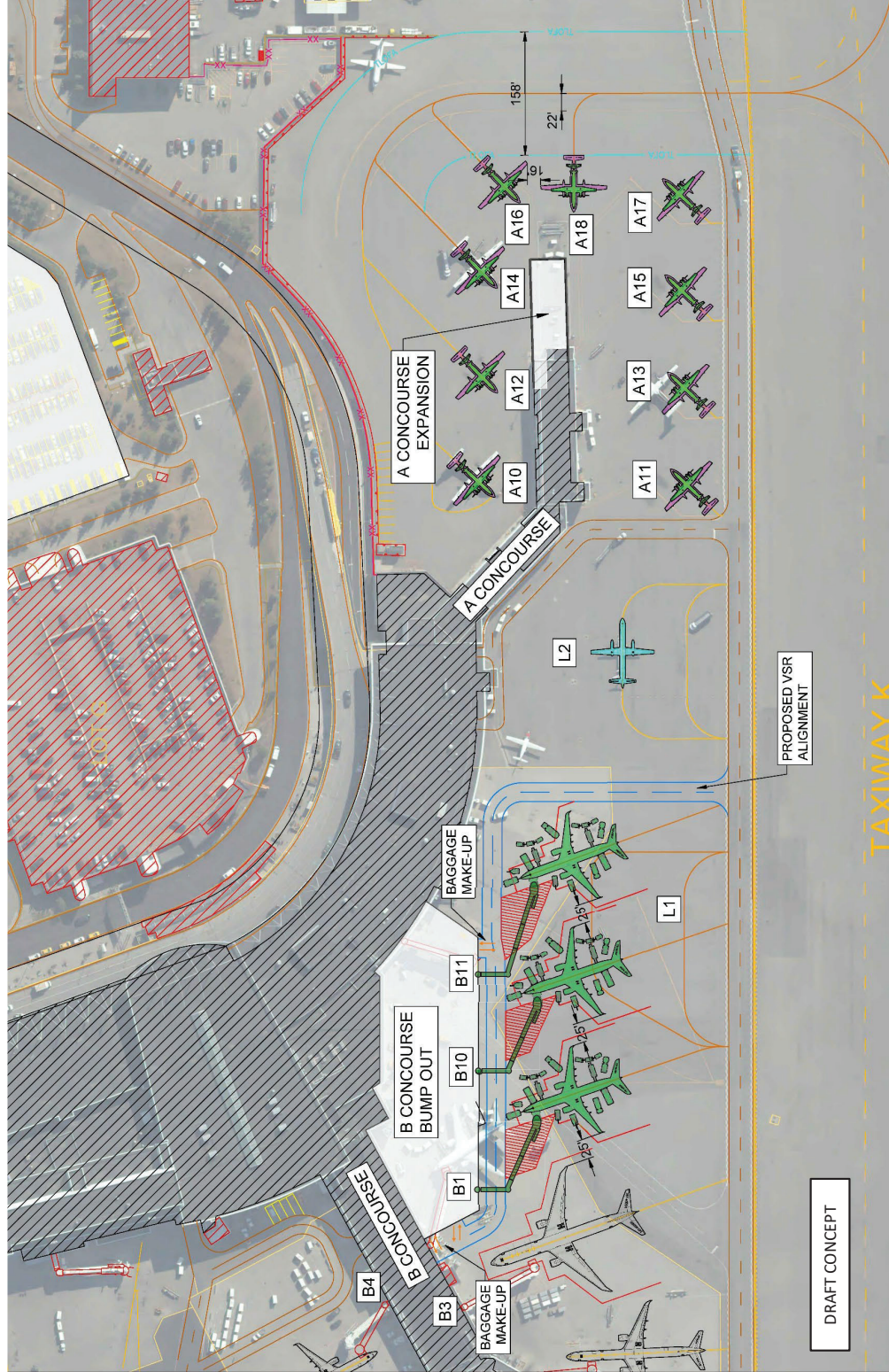
- Existing Taxiway
- Future Taxiway
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 400 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



ANC MASTER PLAN

Preferred Terminal Alternative Overview

Conceptual Nighttime Apron Usage



PAL1: 3M Annual Enplanements



- Existing Taxiway
- Future Taxiway
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



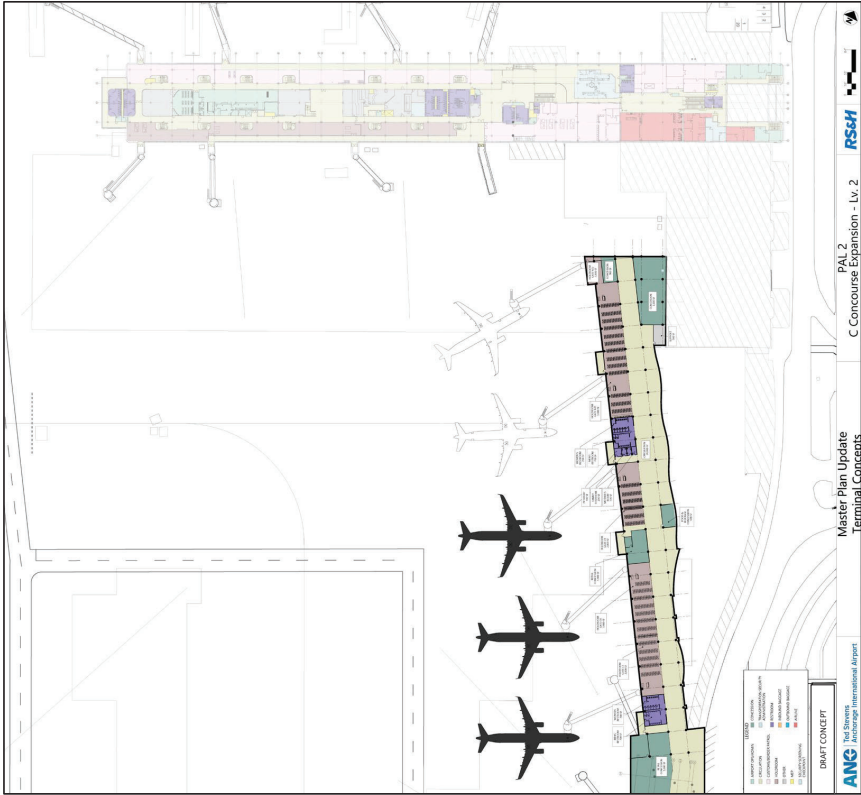
DRAFT CONCEPT



ANC MASTER PLAN

Preferred Terminal Alternative Overview

C Concourse Expansion



PAL 2: 3.4M Annual Enplanements

✈ ✈ ✈ ✈

Additional Area: 120,900 SF
 Additional Gates: +2 Jet Gates
 Total Cost: \$226.4M – \$277M

Preferred Terminal Alternative Overview

Legend:

- Existing Structures
- New Structures
- Parking
- Taxiways
- Aircraft

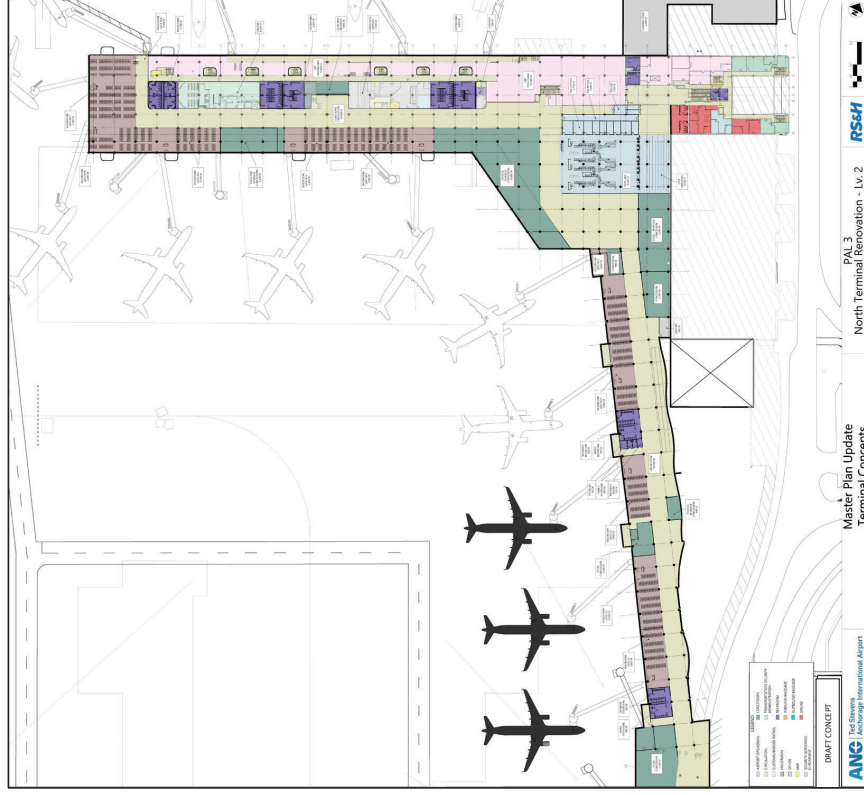
North Terminal Renovation - Lv. 1

DRAFT CONCEPT

ANC **Red Systems** **International Airport**

Master Plan Update

BAL 3 **RS&H**



**While there are 8 existing gates at the North Terminal, the building lacks the passenger facilities for the gates to be usable for domestic jet operations. The North Terminal Expansion Alternative provides expanded hold rooms, concessions, and passenger processing facilities which enables the North Terminal gates to function at the same level of service as the B and C Concourse gates. Therefore, 9 jet gates (6NB+3WB) become usable for domestic jet operations because of the North Terminal Expansion Alternative.*

Preferred Alternative Drafts Rough Order of Magnitude (ROM) Cost Summary

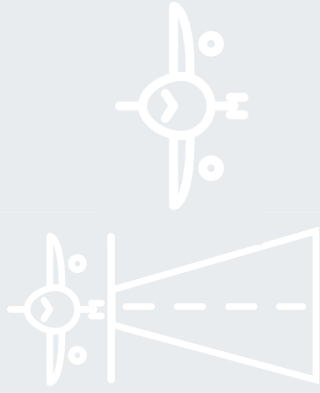
	A Concourse Expansion	B Concourse Expansion	C Concourse Expansion	North Terminal Expansion
Construction Items	\$11.4M - \$14.0M	\$122.1M - \$149.4M	\$132.7M - \$162.3M	\$190.6M - \$233.0M
Soft Costs	\$9.0M - \$11.1M	\$81.8M - \$100.0M	\$93.7M - \$114.7M	\$175.6M - \$214.7M
Total Cost	\$20.4M - \$25.1M	\$203.9M - \$249.4M	\$226.4M - \$277.0M	\$366.2M - \$447.7M

	A Concourse + B Concourse Total	C Concourse + North Terminal Total
Total Cost	\$224.3M - \$274.5M	\$592.6M - \$724.7M

- Costs include vertical building work and apron civil work.
- Contingency included to account for planning-level ROM cost.
- Soft costs include design, permitting, and construction administration.
 - Costs escalated to 2027 dollars.

ANC MASTER PLAN
PREFERRED ALTERNATIVES

1. Airside



2. Terminal



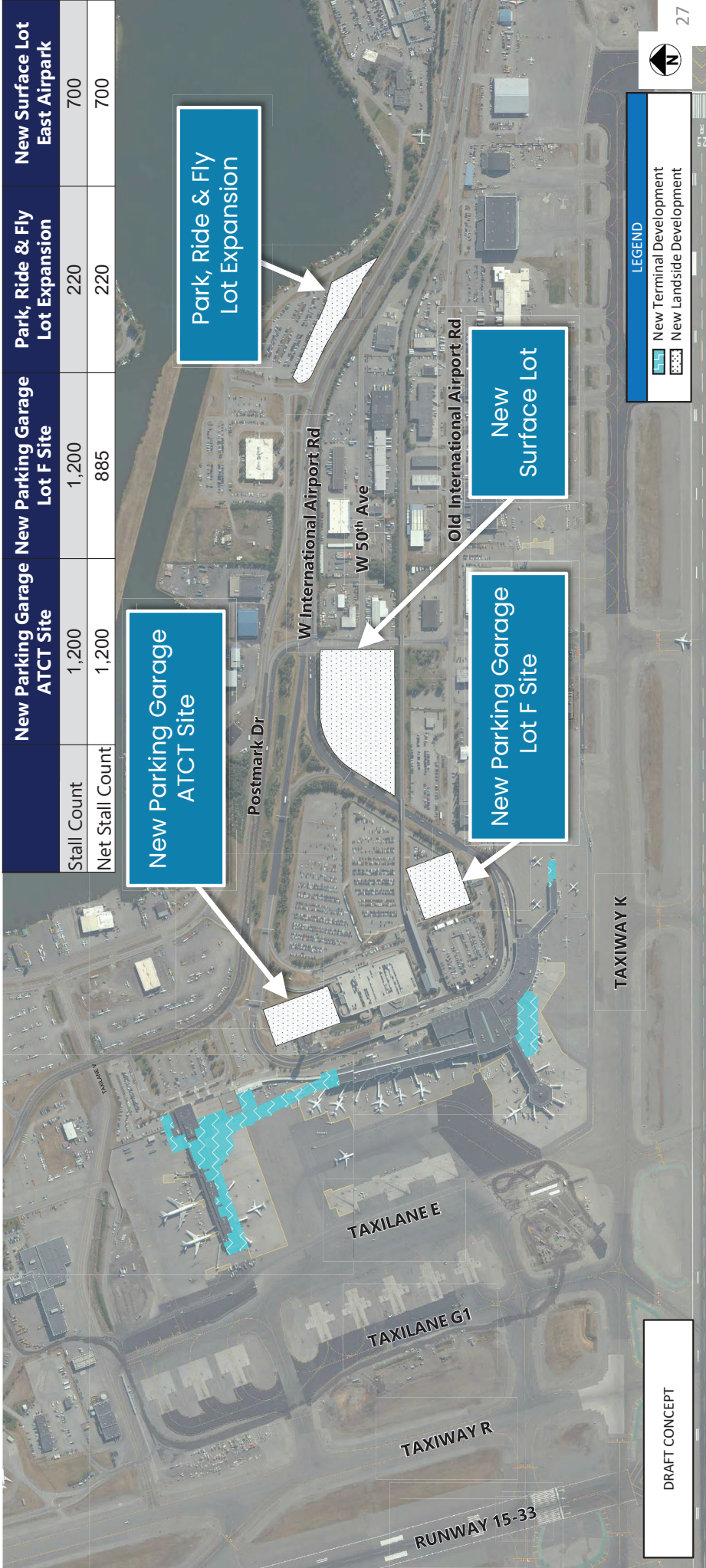
3. Landside



4. Support Facilities



Preferred Landside Alternative



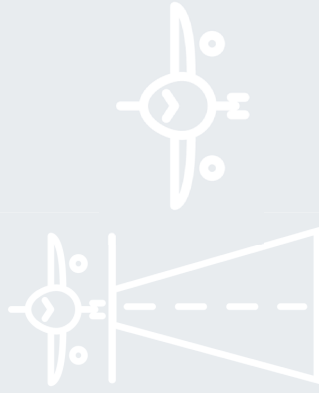
Preferred Landside Alternative Draft Rough Order of Magnitude (ROM) Cost Summary

	New Parking Garage ATCT Site	New Parking Garage Lot F Site	Park, Ride & Fly Lot Expansion	New Lot in East Airpark
Construction Items	\$112.5M - \$137.6M	\$115.8M - \$141.6M	\$5.1M - \$6.4M	\$17.2M - \$21.1M
Soft Costs	\$45.4M - \$55.6M	\$46.7M - \$57.2M	\$2.0M - \$2.6M	\$5.3M - \$6.6M
Total Cost	\$157.9M - \$193.2M	\$162.5M - \$198.8M	\$7.1M - \$9.0M	\$22.5M - \$27.7
Net Stall Count	1,200	885	220	700
Cost/Stall	\$132K - \$161K per stall	\$184K - \$225K per stall	\$32K - \$41K per stall	\$32K - \$40K per stall

- Parking garage construction costs (prior to soft costs) assume \$75,000/stall.
 - Contingency included to account for planning-level ROM cost.
 - Soft costs include design, permitting, and construction administration.
 - Costs escalated to 2027 dollars.

ANC MASTER PLAN
PREFERRED ALTERNATIVE

1. Airside



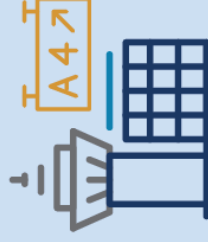
2. Terminal



3. Landside

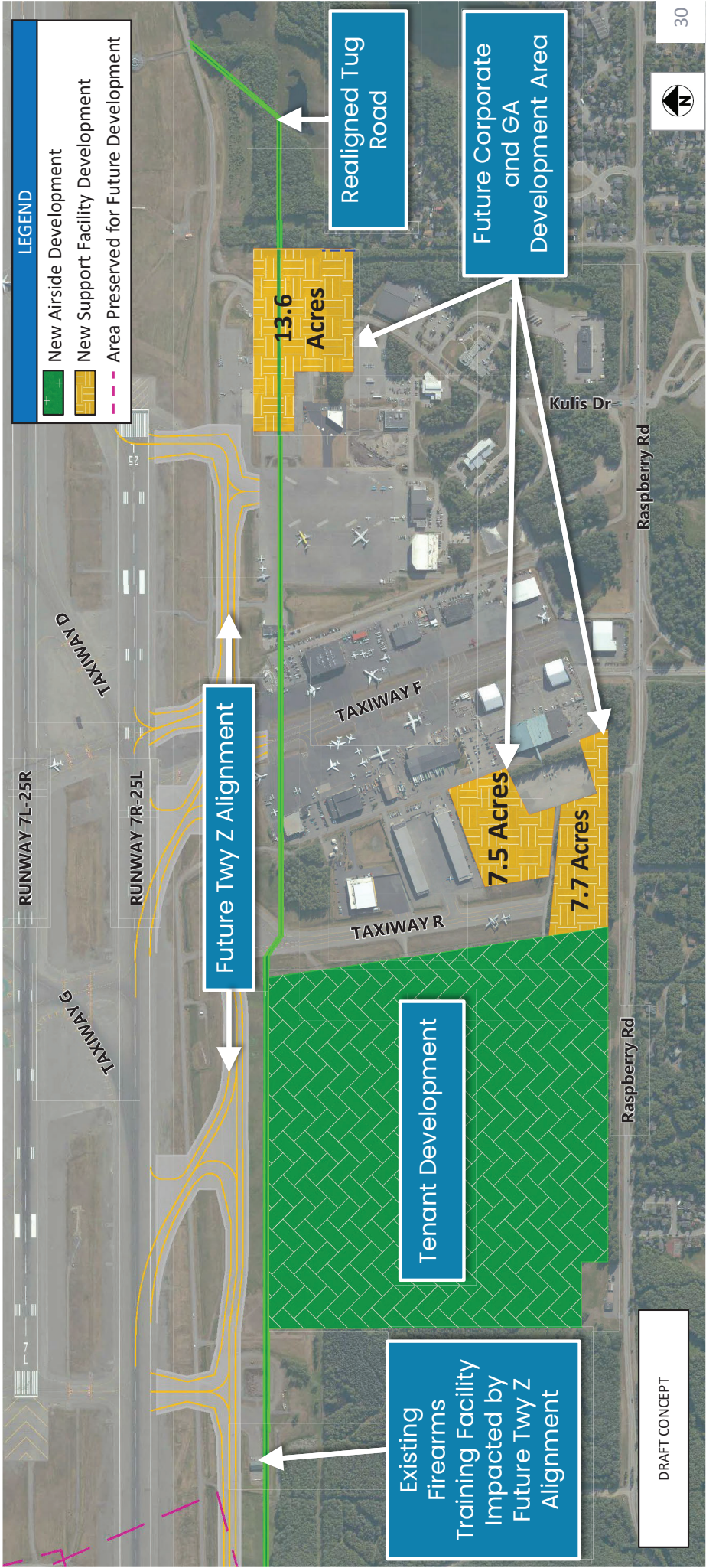


4. Support
Facilities



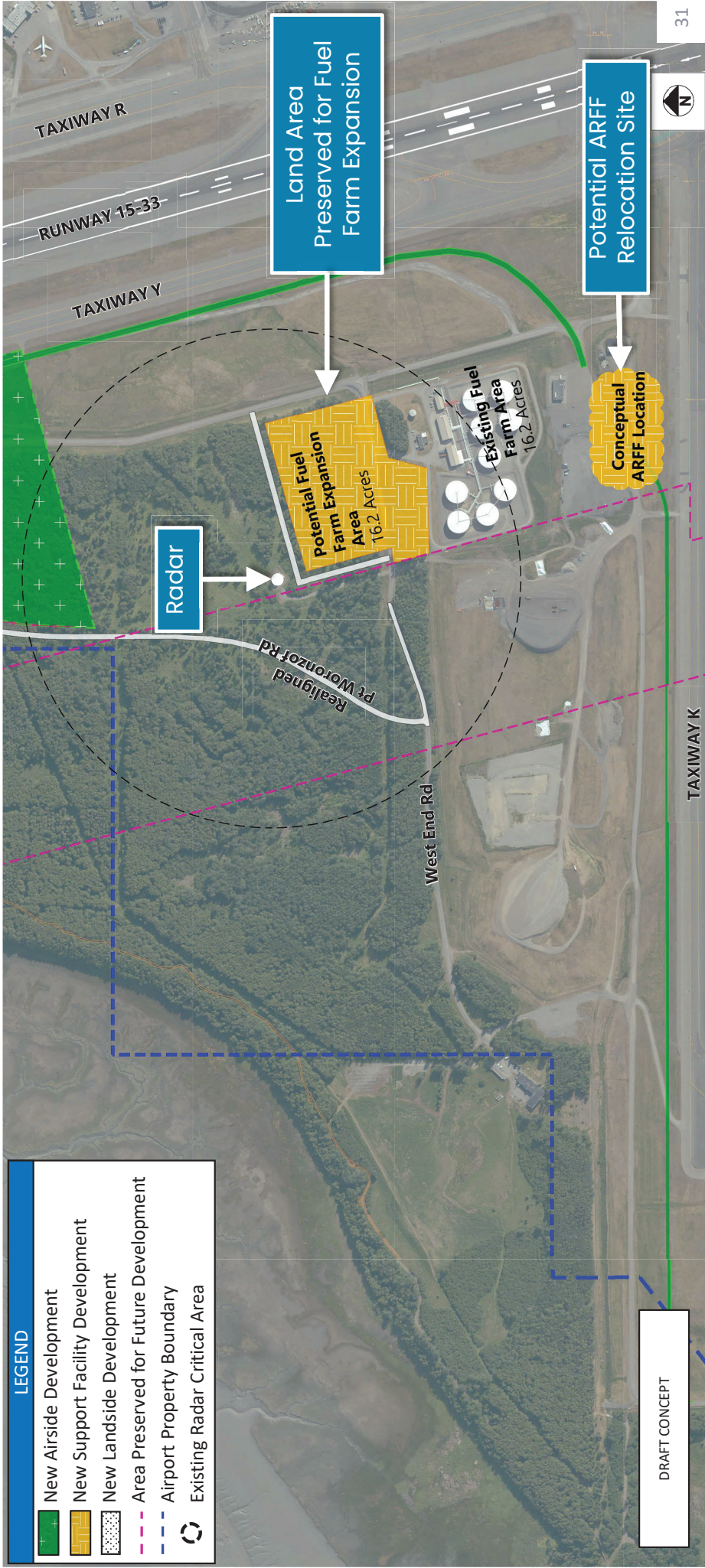
Support Facilities

ANC MASTER PLAN
Preferred Support Facilities
Alternative



Support Facilities

ANC MASTER PLAN Preferred Support Facilities Alternative



ANC MASTER PLAN PUBLIC MEETING #4

- Activities to Date
- Planning Activity Level (PAL)
- Preferred Alternatives
- **Next Steps**



Next Steps

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

- Final Documentation (including Capital Plan)
- FAA Approval of Airport Layout Plan

Q&A

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Attachment B

Meeting Materials

Posters

Online Open House Script

FAQ

Fact Sheet

Info Cards



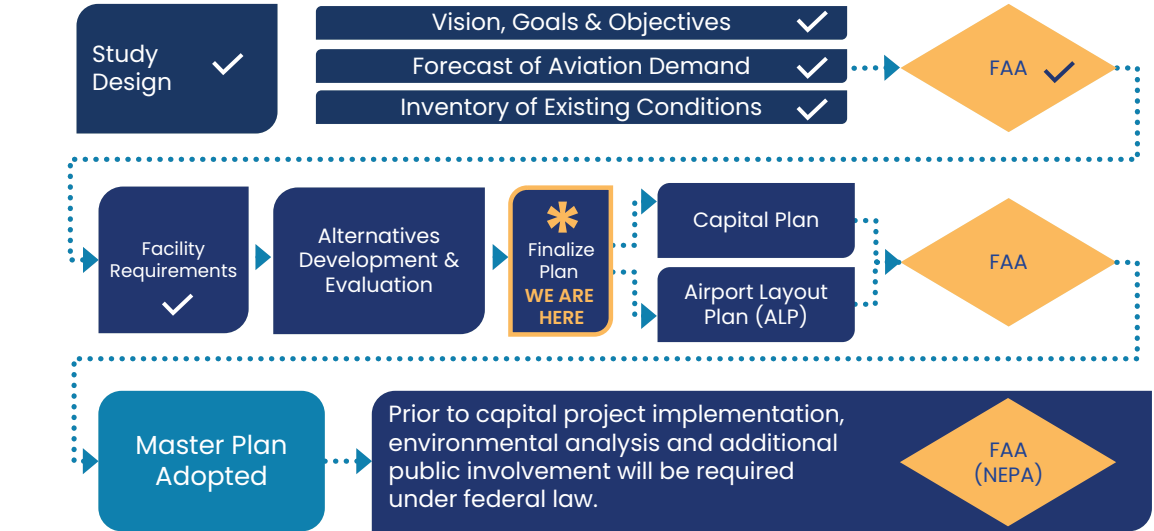
Welcome to the **ANC** Master Plan

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

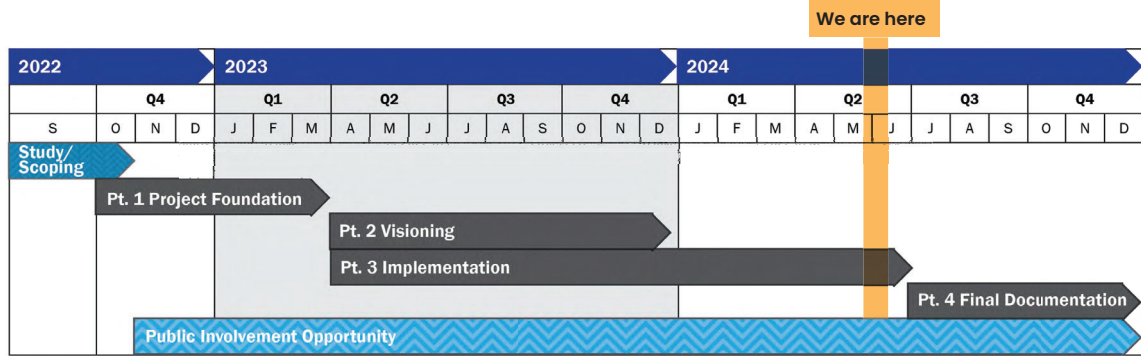
Please note that this meeting is about the master plan for the Ted Stevens Anchorage International Airport (ANC).

- The NorthLink Project is a separate project working independently of the ANC MPU. For NorthLink questions please contact the NorthLink Project team at 907-931-6350, email them at info@NorthLinkAviation.com or visit www.northlinkaviation.com.

MASTER PLAN PROCESS OVERVIEW & SCHEDULE

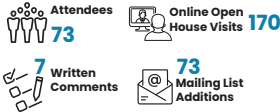


✓ Indicates completed task



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024

Public Meeting #1



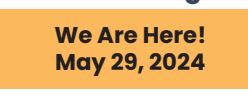
Public Meeting #2



Public Meeting #3



Public Meeting #4



We Are Here!
May 29, 2024



ANC MASTER PLAN

GOALS & OBJECTIVES

GOALS



SAFETY

Maintain or enhance the safe operation of the Airport



EFFICIENCY

Maintain or enhance the efficient operation of the Airport



ENVIRONMENTAL SUSTAINABILITY

Minimize the impact of Airport development through environmental awareness



FISCAL SUSTAINABILITY

Maintain the long-term fiscal sustainability of the Airport



LAND MANAGEMENT

Facilitate long-term Airport development through strategic land management planning



COMMUNICATION

Engage stakeholders through open communication



RESILIENCE

Minimize impact of operational interruptions and disruptions

OBJECTIVES

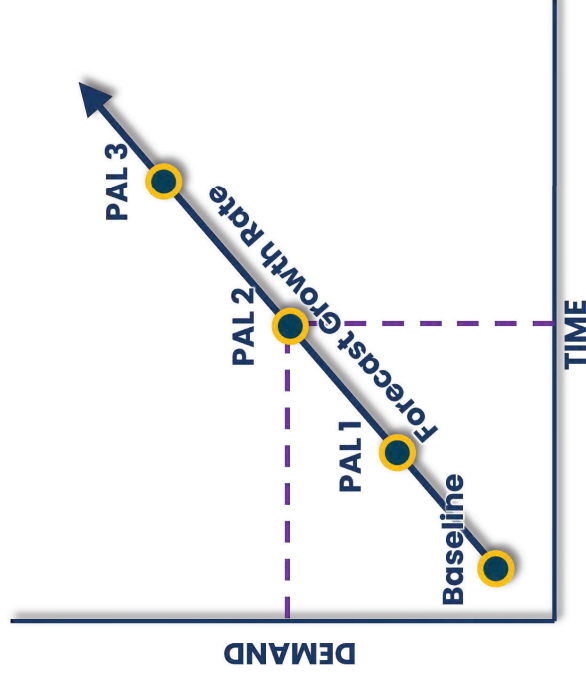


The objectives provide a framework for evaluating the Master Plan Update process and help determine if the project goals are met. To view the full Goals and Objectives, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

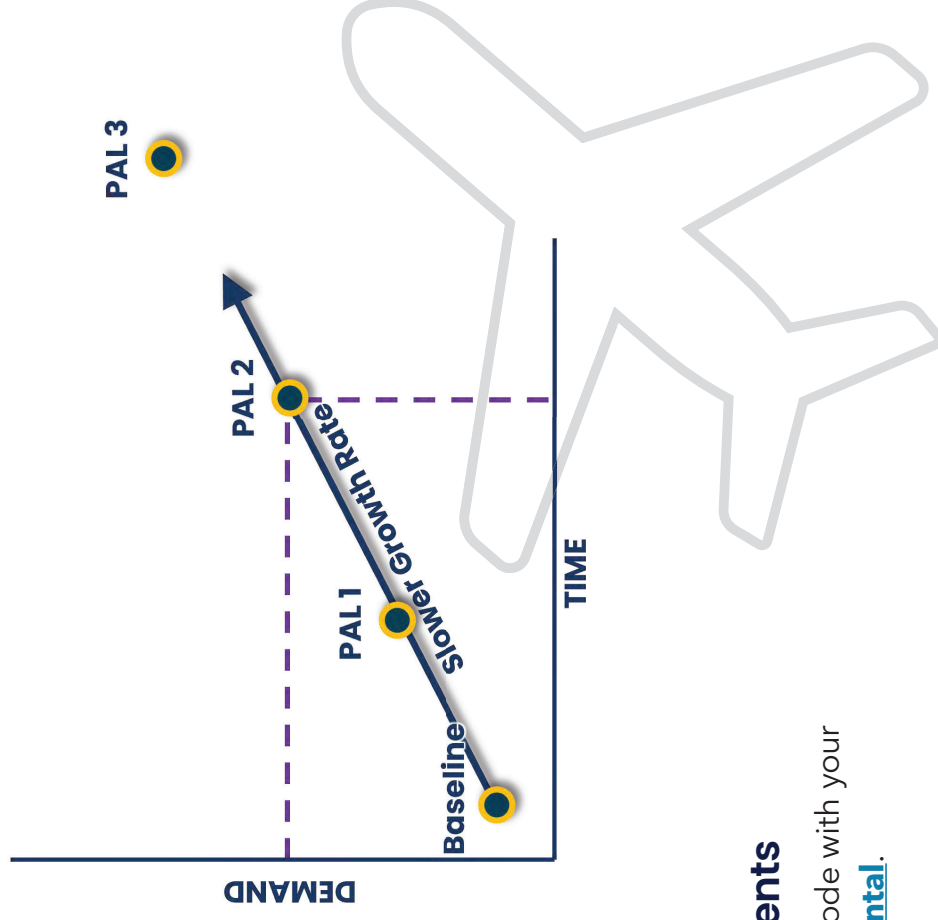
Aviation Forecast

Planning Activity Levels (PAL)s

Forecasted Growth



Slower Growth



Aviation Forecast & Facility Requirements

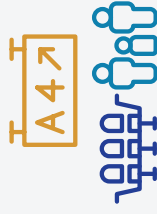
To view the full Facility Requirements, scan the QR code with your smartphone or visit ancmpuonline.com/supplemental.

Baseline (2022)

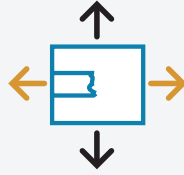
Operations
226,000



Passengers
2.6 Million



Cargo Tonnes
3.6 Million



General Aviation
29,000



Aviation Forecast

ANC

More takeoffs and landings:

1.8% per year over the 20-year planning period

More passengers:

2.3% per year over the 20-year planning period

ANC will continue to be a critical cargo stop:

2.8% per year over the 20-year planning period

General aviation will grow slowly:

1.0% per year over the 20-year planning period

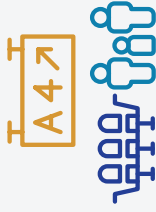


Planning Activity Level (PAL) 1 Forecast Year 2027

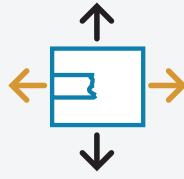
Operations
251,000



Passengers
3.0 Million



Cargo Tonnes
4.2 Million



General Aviation
31,000



PAL 1

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Planning Activity Level (PAL) 2 Forecast Year 2032

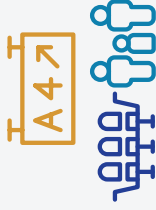
Operations

276,000



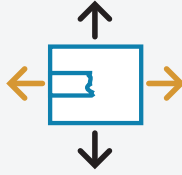
Passengers

3.4 Million



Cargo Tonnes

4.9 Million



General Aviation

32,000



PAL 2

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Planning Activity Level (PAL) 3 Forecast Year 2042

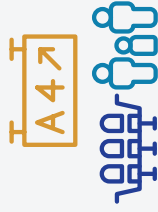
Operations

326,000



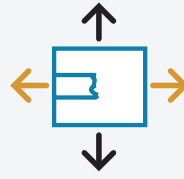
Passengers

4.1 Million



Cargo Tonnes

6.2 Million



General Aviation

35,000



PAL 3

A future date where demand for cargo, passenger, aircraft operations, and general aviation activities triggers a need.

Demand is based off findings from both the Aviation Forecast and Facility Requirements completed in the fall 2023.

Additional Information

A more detailed summary can be found at the supplemental information website at ancmpuonline.com/supplemental.



Preliminary Alternatives

Alternatives are prepared to meet facility requirements.

Alternatives are then evaluated using an iterative process based on input from ANC staff, stakeholders, and the public.

Airport Advisory Committee (AAC)
Stakeholder Working Group (SWG)

Inventory & Aviation Forecast ①

Facility Requirements ②



Refining ④

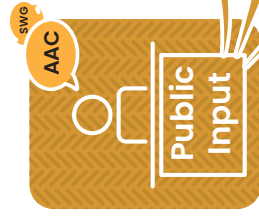
Preliminary Alternatives ⑤

We are here

Decision ⑥

Preferred Alternatives ⑦

ANC Staff
Feedback



Airport Preferred Alternatives Overview

Preferred Alternatives Overview

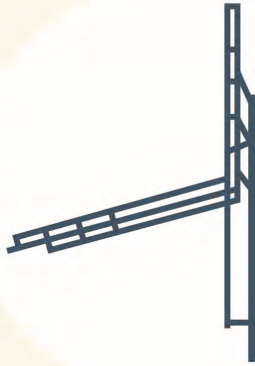


Airside – Runways

Preferred Runway Alternative

PHASE 1 Minimize Development

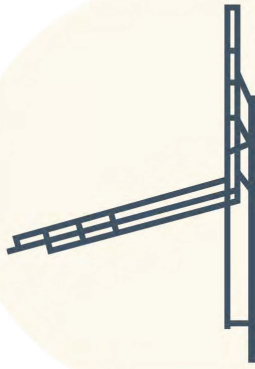
✓ Completed



"Since 2014, ANC has improved existing ANC facilities to meet FAA Design Standards, and enable tenant development as recommended in the 2014 Master Plan."

PHASE 2 Optimize ANC

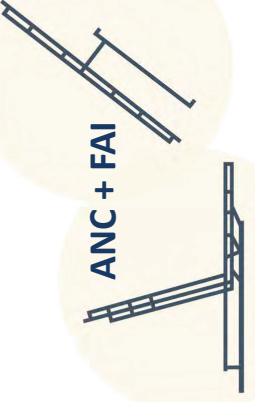
□ Pending



"Optimize use of existing ANC runways, improve terminal and taxiways, develop West Airpark."

PHASE 3 Optimize AIAS

□ Future



"Optimize use of existing Anchorage and Fairbanks Airports to meet cargo demand."

PHASE 4 Additional Capacity at ANC or Elsewhere

□ Future



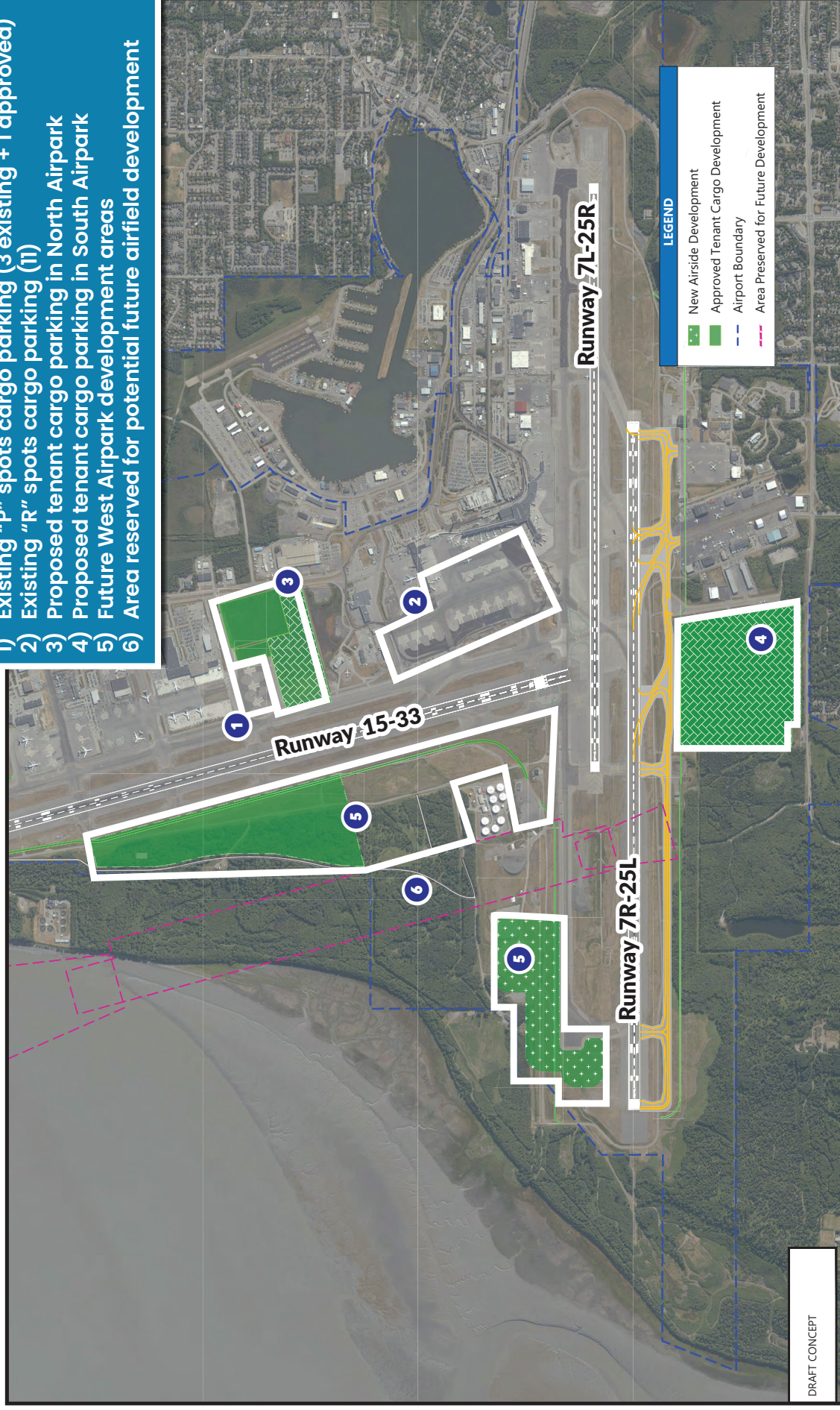
"Provide new runway capacity at ANC or at another Alaska Airport to meet highest levels of forecast demand."

DRAFT CONCEPT

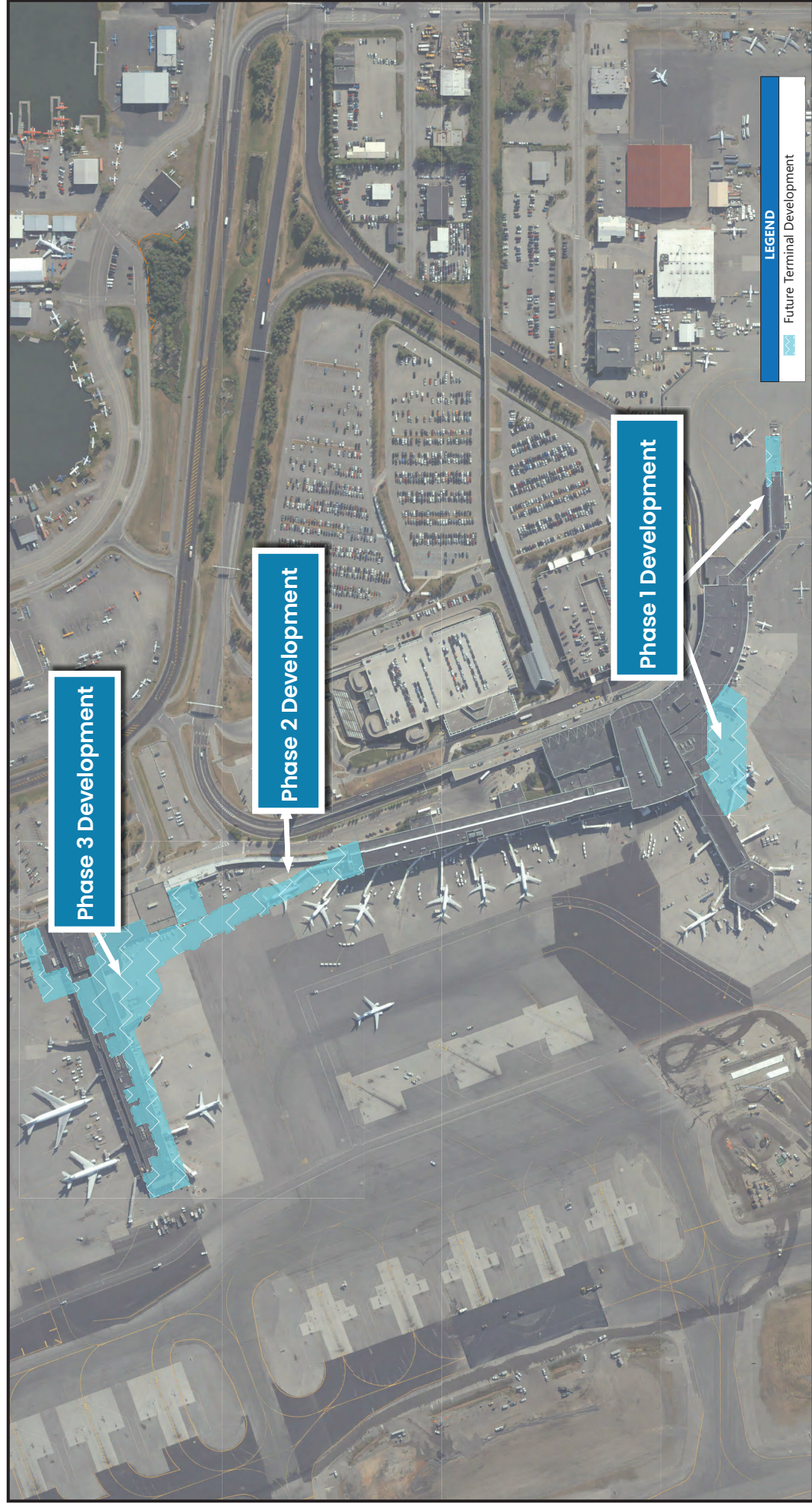
G R O W T H O V E R T I M E

Preferred Air Cargo Alternative

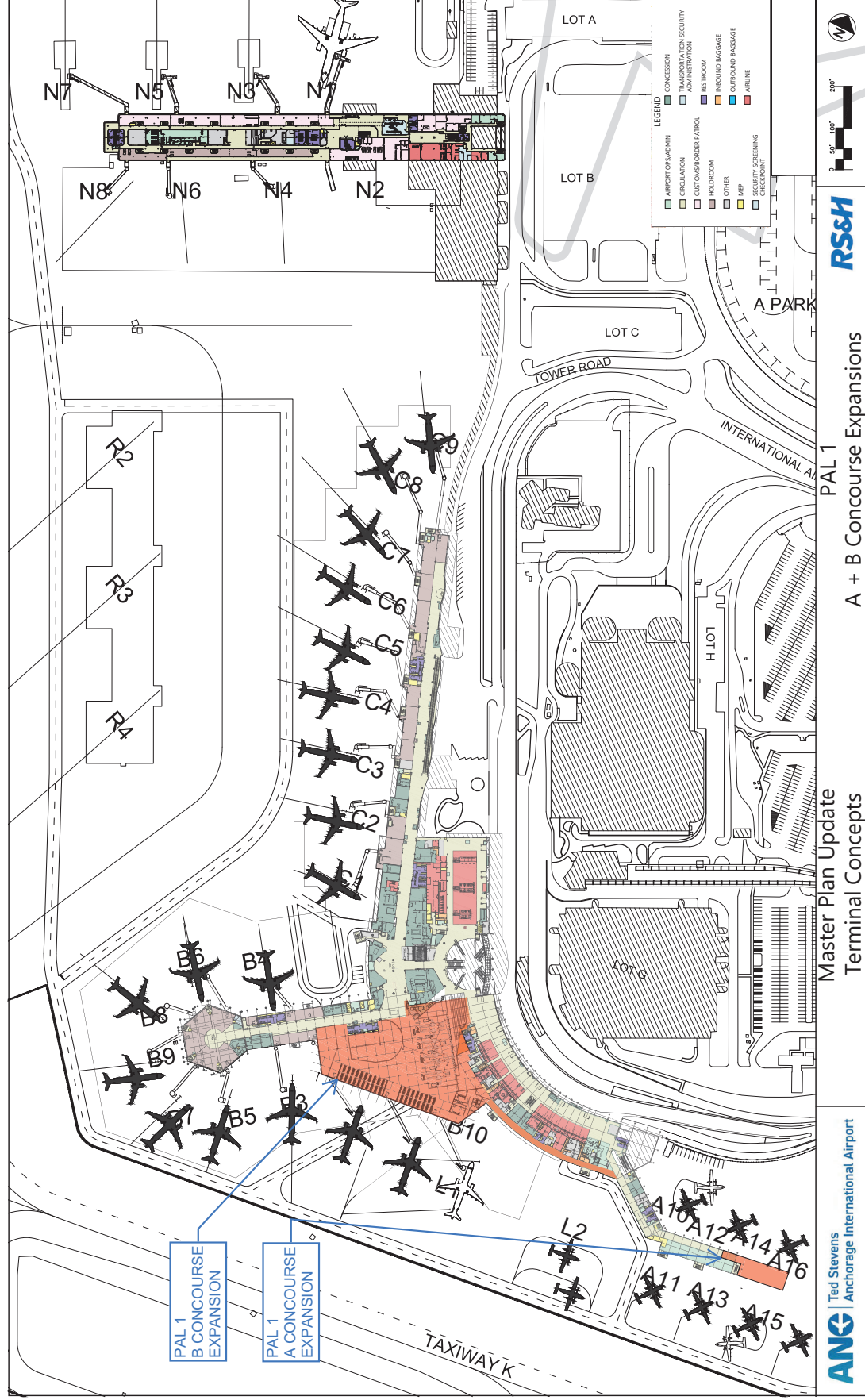
- 1) Existing "P" spots cargo parking (3 existing + 1 approved)
- 2) Existing "R" spots cargo parking (11)
- 3) Proposed tenant cargo parking in North Airpark
- 4) Proposed tenant cargo parking in South Airpark
- 5) Future West Airpark development areas
- 6) Area reserved for potential future airfield development



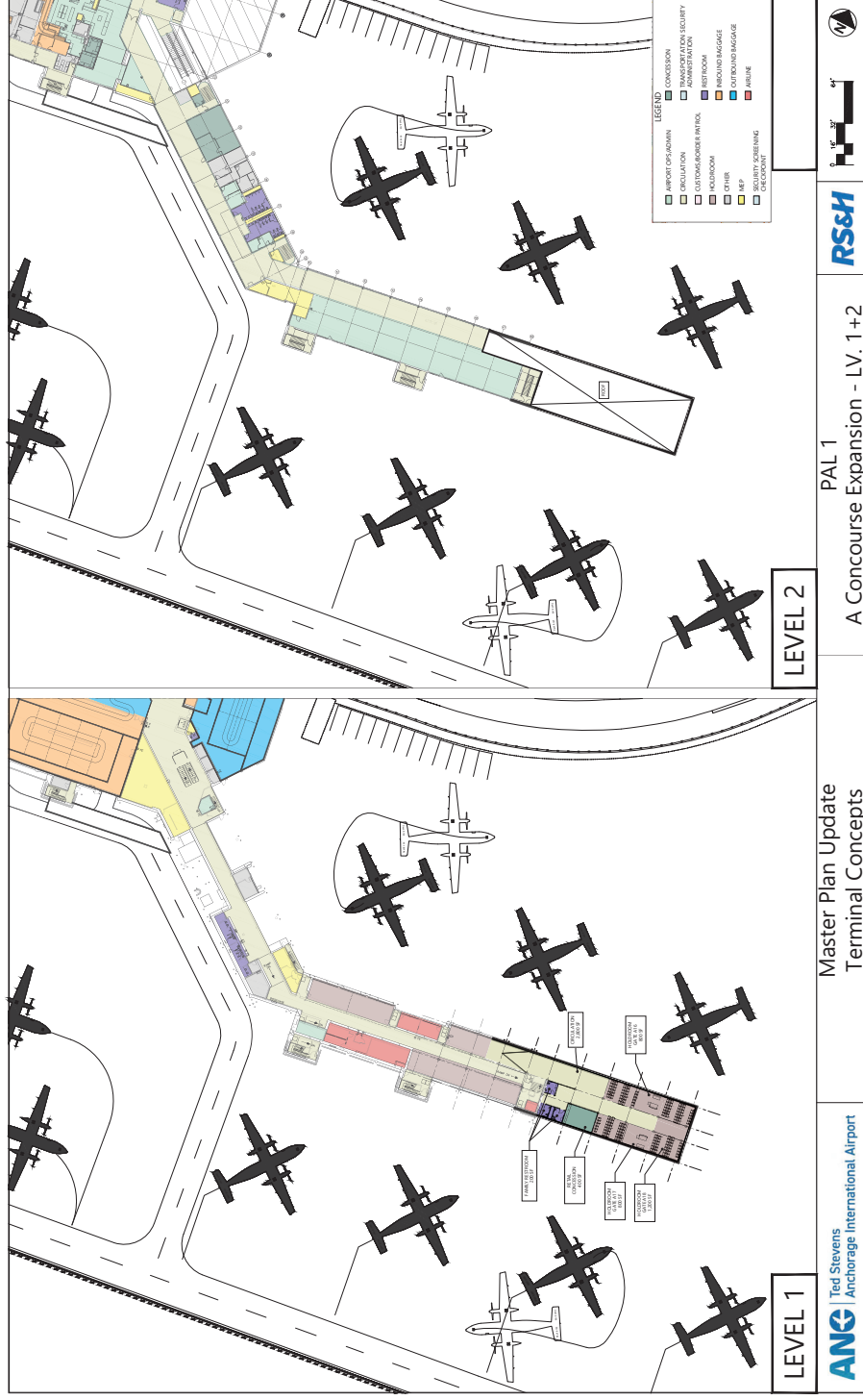
Preferred Terminal Alternative



Preferred Terminal Alternative Overview



A Concourse Expansion



- **Additional Area:** 6,100 SF
- **Additional Gates:** +2 Regional Gates
- **Total Cost:** \$20.4M - \$25.1M



ANC MASTER PLAN Preferred Terminal Alternative Overview

B Concourse Expansion

ANC



PAL 1: 3M Annual Enplanements

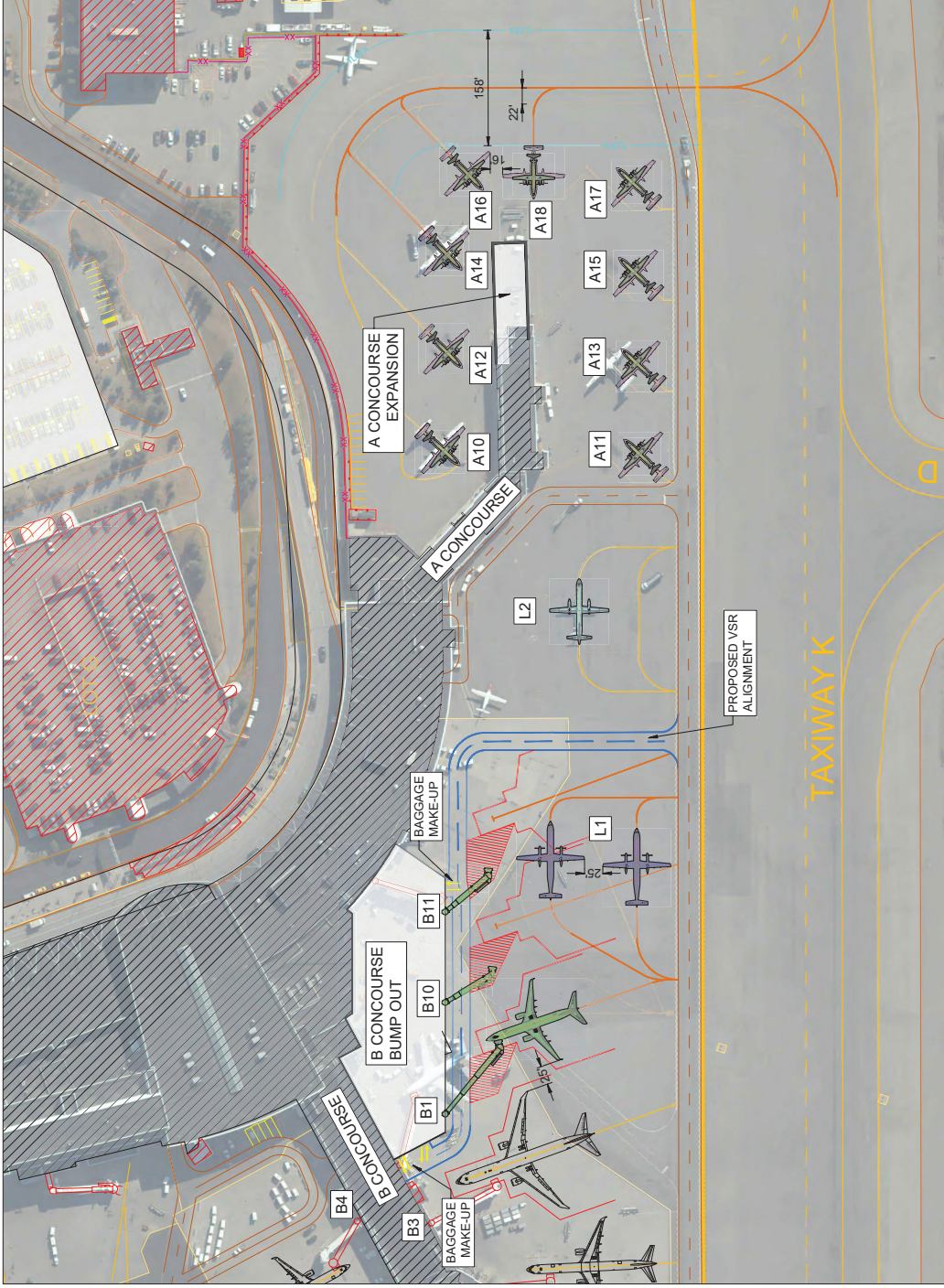
- **Additional Area:** 96,400 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$203.9M - \$249.4M



ANC MASTER PLAN
Preferred Terminal Alternative
Overview

Conceptual Daytime Apron Usage

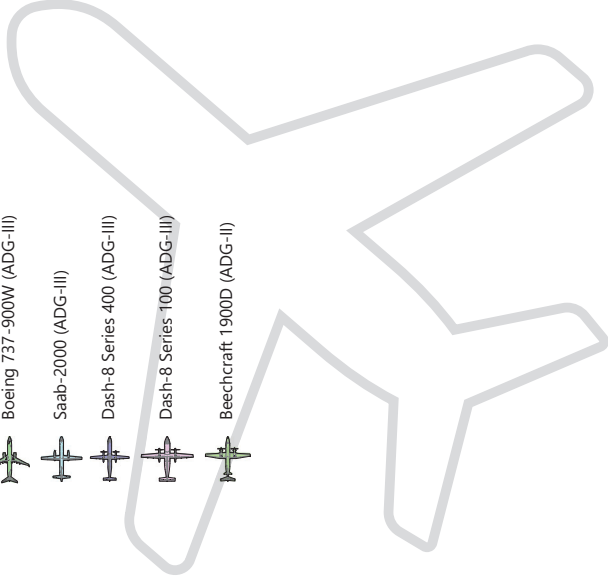
ANC

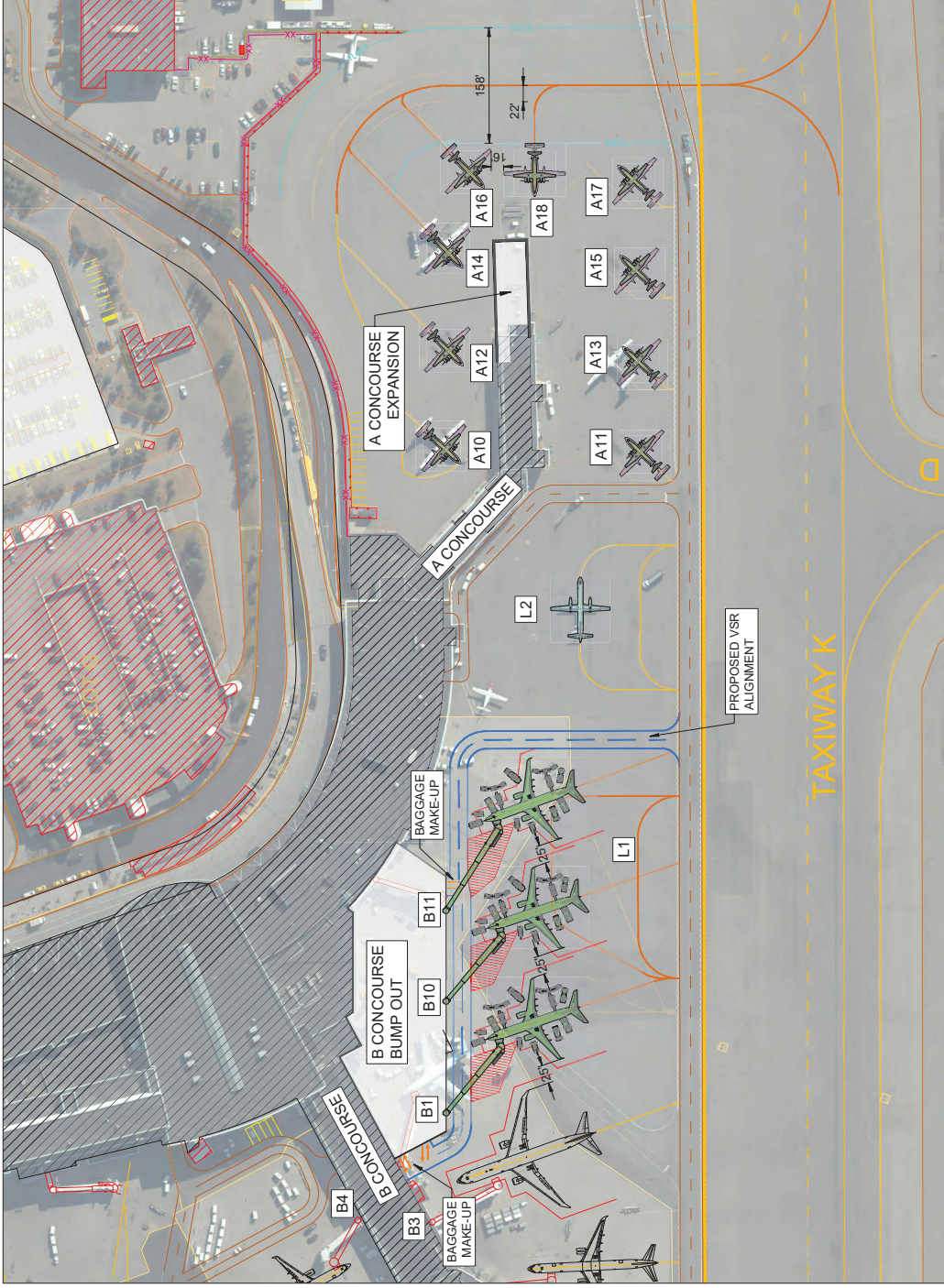


PAL 1: 3M Annual
Enplanements

Legend

- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 400 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)

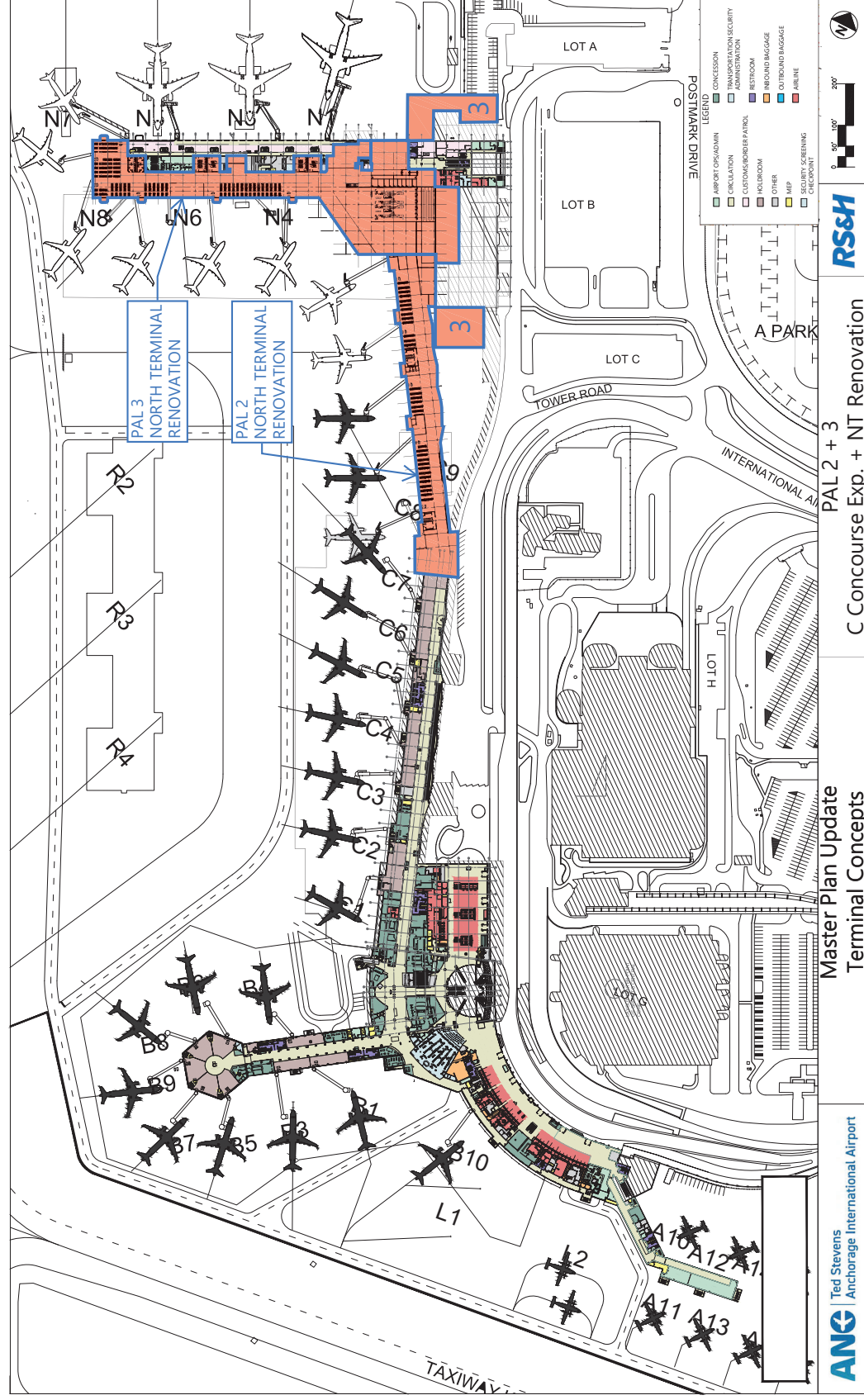




PAL 1: 3M Annual Enplanements

Legend

- Existing Taxilane
- Future Taxilane
- Existing Building
- Future Building Expansion
- Existing VSR
- Future VSR
- Boeing 737-900W (ADG-III)
- Saab-2000 (ADG-III)
- Dash-8 Series 100 (ADG-III)
- Beechcraft 1900D (ADG-II)



ANC MASTER PLAN Preferred Terminal Alternative Overview

C Concourse Expansion

ANC



PAL 2: 3.4M Annual Enplanements

- **Additional Area:** 120,900 SF
- **Additional Gates:** +2 Jet Gates
- **Total Cost:** \$226.4M - \$277M



ANC MASTER PLAN Preferred Terminal Alternative Overview

North Terminal Expansion

ANC



PAL 3: 4.1M Annual Enplanements

- **Additional Area:** 146,000 SF
- **Additional Gates:** +9 Jet Gates*
- **Total Cost:** \$366.2M - \$447.7M

*While there are 8 existing gates at the North Terminal, the building lacks the passenger facilities for the gates to be usable for domestic jet operations. The North Terminal Expansion Alternative provides expanded hold rooms, concessions, and passenger processing facilities which enables the North Terminal gates to function at the same Level of Service as the B and C Concourse gates. Therefore, 9 jet gates (6NB+3WB) become usable for domestic jet operations because of the North Terminal Expansion Alternative.

Rough Order of Magnitude (ROM) Cost Summary

A CONCOURSE EXPANSION			B CONCOURSE EXPANSION		C CONCOURSE EXPANSION		NORTH TERMINAL EXPANSION
Construction Items	\$11.4M - \$14.0M		\$122.1M - \$149.4M		\$132.7M - \$162.3M		\$190.6M - \$233.0M
Soft Costs	\$9.0M - \$11.1M		\$81.8M - \$100.0M		\$93.7M - \$114.7M		\$175.6M - \$214.7M
Total Cost	\$20.4M - \$25.1M		\$203.9M - \$249.4M		\$226.4M - \$277.0M		\$366.2M - \$447.7M
A CONCOURSE + B CONCOURSE TOTAL							
Total Cost	\$224.3M - \$274.5M		\$592.6M - \$724.7M		C CONCOURSE + NORTH TERMINAL TOTAL		

- Costs include vertical building work and apron civil work.
- Contingency included to account for planning-level ROM cost.
- Soft costs include design, permitting, and construction administration.
- Costs escalated to 2027 dollars.



NEW PARKING GARAGE
ATCT SITE

NEW PARKING GARAGE
LOT F SITE

LOT EXPANSION
PARK, RIDE & FLY

NEW SURFACE LOT
EAST AIRPARK

Stall Count	1,200	1,200	220	700
Net Stall Count	1,200	885	220	700



Rough Order of Magnitude (ROM) Cost Summary

	NEW PARKING GARAGE		NEW PARKING GARAGE		LOT EXPANSION		NEW LOT IN EAST AIRPARK	
	ATCT SITE		LOT F SITE		PARK, RIDE & FLY			
Construction Items	\$112.5M - \$137.6M		\$115.8M - \$141.6M		\$5.1M - \$6.4M		\$17.2M - \$21.1M	
Soft Costs	\$45.4M - \$55.6M		\$46.7M - \$57.2M		\$2.0M - \$2.6M		\$5.3M - \$6.6M	
Total Cost	\$157.9M - \$193.2M		\$162.5M - \$198.8M		\$7.1M - \$9.0M		\$22.5M - \$27.7	
Net Stall Count	1,200		885		220		700	
Cost/Stall	\$132K * - \$161K *		\$184K * - \$225K *		\$32K * - \$41K *		\$32K * - \$40K *	

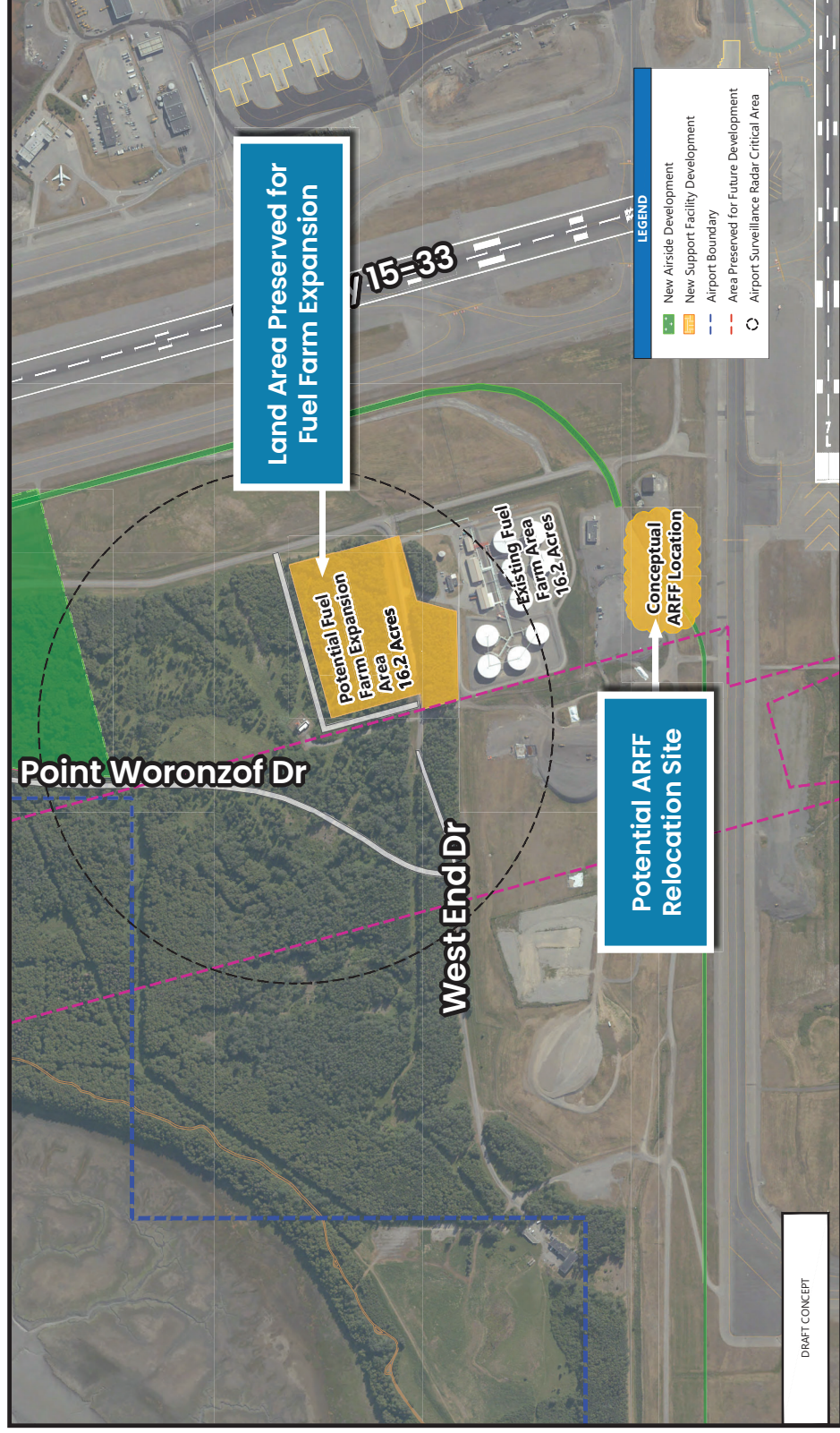
* Indicates Per Stall

- Parking garage construction costs (prior to soft costs) assume **\$75,000/stall.**
- Contingency included to account for planning-level ROM cost.
- Soft costs include design, permitting, and construction administration.
- Costs escalated to 2027 dollars.



Preferred Support Facilities
Alternative





COMMENT STATION

Please share your thoughts with us. Your input helps inform future work, so we want to hear from you.

WAYS TO COMMENT



Fill out a comment sheet



Email us at info@ancmpu.com



Fill out our comment form online at
www.ancmpu.com



Call the project hotline at 907-268-3106
and leave a voicemail



Scan me with your
smart phone.

Ted Stevens Anchorage International Airport Master Plan Update FAQ

The logo for Ted Stevens Anchorage International Airport (ANC) features the letters "ANC" in a bold, white, sans-serif font. To the right of the letters is a stylized white arrow pointing to the right, which also forms part of the letter "C". The logo is set against a dark blue background.

- **Is the Master Plan related to the NorthLink Expansion project?**

No. If you have questions about NorthLink, please contact the NorthLink project team at (907) 931-6350 or info@NorthLinkAviation.com and visit www.northlinkaviation.com.

- **Where is the Airport Traffic Control Tower going to be moved?**

The Airport Traffic Control Tower is owned and operated by the Federal Aviation Administration (FAA). The FAA is planning and designing a new tower for Ted Stevens Anchorage International Airport (ANC) and their new tower project is not part of the ANC Master Plan. The FAA's preferred location is about 1,900 feet north-northwest of the current tower, near the ANC Field Maintenance Facility along Postmark Drive.

- **What is being done to address the erosion that is occurring at the far north end of Point Woronzof?**

At the request of the Airport, in 2015 the U.S. Army Corps of Engineers (USACE) completed a Preliminary Fact Sheet (Reconnaissance Study) of the erosion. In 2023, the MOA and the Airport submitted a letter to the COE committing jointly to be the local sponsor for a COE Feasibility Study (35% design.) The COE is awaiting congressional funding to begin that study.

- **Several years ago, there was an initiative for another north-south runway. What is the status on that and is it in the current master plan update?**

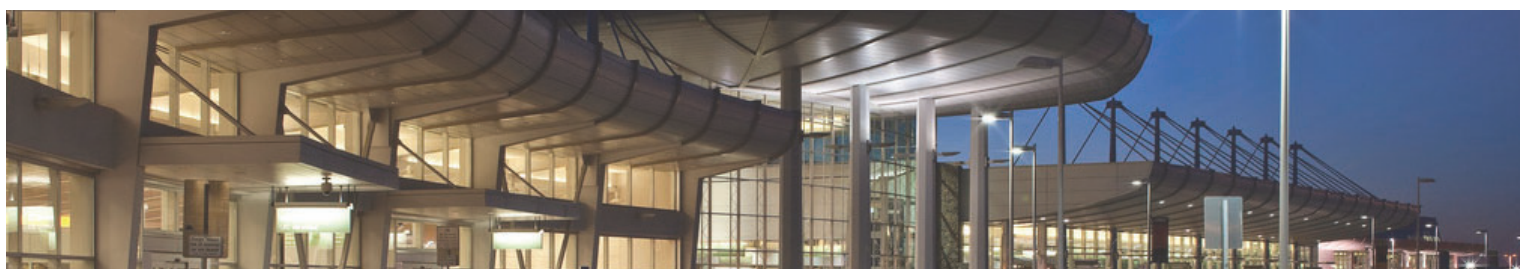
A fourth runway, oriented north-south, was included in the prior master plan update, but only if growth in aviation traffic warranted the improvement. At present air traffic levels, it is not needed. This Master Plan Update will: (1) recommend ANC maintains the ability to add the fourth runway if warranted by demand; and (2) document that airport capacity could be added at another Alaska airport if needed.

- **Are there any plans to do a new study to address noise?**

Yes. The master plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts.

- **Is FedEx planning on growing their Anchorage operations?**

This question is best answered directly by FedEx. The Master Plan project will take into consideration forecasted growth and facility requirements to meet aviation demand.



Ted Stevens Anchorage International Airport Master Plan Update FAQ



- **How many international cargo flights arrive at the airport in comparison to passenger flights?**

In 2022, the Airport accommodated 226,346 total flight operations where 50% were cargo flights, 36% were passenger flights, 13% were general aviation flights, and 1% were military flights.

- **What technological changes will occur within the next 5/10/20 years and how is the Master Plan Update addressing these?**

Airplanes are becoming more efficient and quieter, and airlines are transitioning older planes out of service faster. Wingspans are growing to allow aircraft to be more efficient.

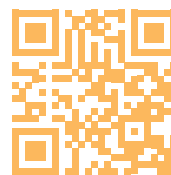
There are several companies actively developing new types of electric aircraft and, in some cases, autonomous (i.e. there is no human pilot). However, as of 2023, no company has produced a commercially viable electric aircraft of any kind. It is anticipated that electric aircraft will begin to operate within the next ten years. If a substantial development in aircraft fleet requires changing ANC operations, the Airport may update the master plan to reflect the impacts of those changes on the Airport's infrastructure in the near future.

In addition, airlines and aircraft operators have started using Sustainable Aviation Fuels (SAF). SAF is made from renewable biomass and waste resources which have the potential to deliver the performance of petroleum-based jet fuel, but with reduced carbon footprint. Looking to the future, the FAA and others in the aviation industry

are evaluating the viability of other alternative aviation fuel sources, such as hydrogen fuel cells and electric aircraft. The use of electric and hydrogen fuels for aircraft have yet to be proven as viable nor are they FAA-approved. The Airport may update the Master Plan to reflect the changes on the Airport's infrastructure that may be required if/when these alternative fuel sources are proven viable in the future.

- **I missed the last public meeting. Can I be sent the materials?**

All public meetings offer an online open house that includes the presentation given at each in-person public meeting as well as all the printed materials available during the event. Online open houses are live for two weeks started the day of the public meeting, and archived for later public access. Please visit ancmpuonline.com for more information.



Scan me with your smart phone
to visit our website at ancmpu.com!



Contact

Evan Pfahler
Project Manager
RS&H, Inc.
(310) 692-2052 | info@ancmpu.com

Katherine Wood
Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update Fact Sheet



Project Overview

Ted Stevens Anchorage International Airport (ANC) needs a Master Plan Update that provides Airport management and the State of Alaska Department of Transportation & Public Facilities (DOT&PF) with a strategy for continued development. An airport master plan, developed in accordance with Federal Aviation Administration (FAA) requirements, is a comprehensive study that envisions short-, medium-, and long-term development plans. Usually, master plan updates occur every 5 to 7 years. It has been 10 years since the last Master Plan Update for ANC was adopted in 2013.

ANC, operated by DOT&PF, is among the most unique airports in the United States. ANC connects Alaska to the lower 48 states and to international destinations, serves a key role in domestic and international cargo transportation, and links Alaskan travelers to other locations within the state.

The ANC Master Plan will result in a development implementation plan that will ensure the continued safe and efficient operation of the Airport and enable the Airport to meet future aviation demand. The Master Plan will be conducted in accordance with FAA guidance and includes a stakeholder and public participation program to inform and to solicit feedback. As Alaska's largest and busiest Airport, ANC is a vital transportation asset for all Alaskans and plays an essential role in the national air transportation network.

Schedule

The Master Plan Update is anticipated to take roughly 28 months to complete, starting in September 2022 with a final completion date of December 2024.

The schedule may change. The best way to stay up to date is to sign up for email updates.

Key Objectives

Objectives to be met by the Master Plan Update include:

- Define ANC's role in a rapidly evolving aviation environment
- Define a redevelopment plan for the airparks.
- Define a terminal development plan
- Position ANC to harness global e-commerce and fully develop the land use plan.
- Host and provide public engagement opportunities to maintain the Airport's goodwill in the community.

Goals

Goals that guide the Master Plan Update include:

1. Safety
2. Efficiency
3. Environmental Sustainability
4. Fiscal Sustainability
5. Land Management
6. Communication
7. Resilience
8. Objectives

Public Involvement Program

In the Master Plan Update, the Airport strives to continue improving its relationship with the community. ANC believes that members of the public should have the opportunity to provide input on Airport decisions and that public input will help make the Master Plan Update a success.

Comments and public input will be accepted throughout the duration of the Master Plan Update process.

ANC has developed a Public Involvement Program (PIP) for the Master Plan Update. The PIP outlines a schedule of events and activities that will provide interested stakeholders with opportunities to participate in the process, provide comments, and stay informed of progress and key decisions made by the Airport.

For more information on the PIP, including upcoming meetings and opportunities to participate in the Master Plan Update process, please visit the project website: www.ancmpu.com.



Contact

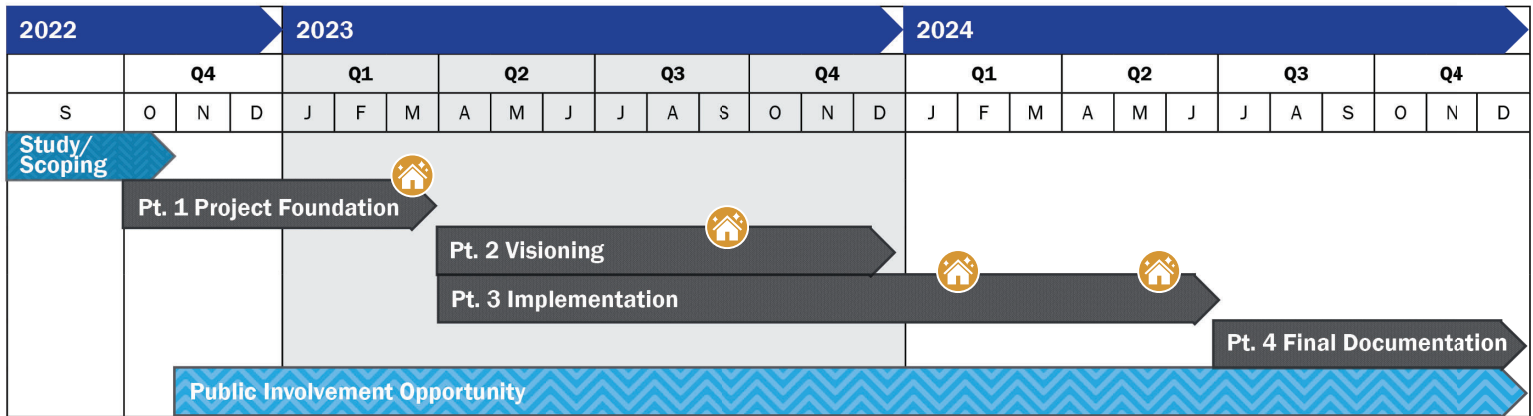
Evan Pfahler, Project Manager
RS&H, Inc.
(310) 692-2052 | info@ancmpu.com

Katherine Wood, Public Involvement Lead
HDR, Inc.
(907) 644-2153 | info@ancmpu.com

Ted Stevens Anchorage International Airport Master Plan Update

Project Schedule

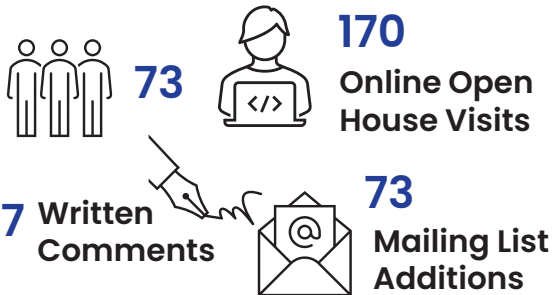
ANC



The Master Plan Update will take about 28 months to complete, from September 2022 to December 2024.

Public Meeting # 1: May 2023

Attendees



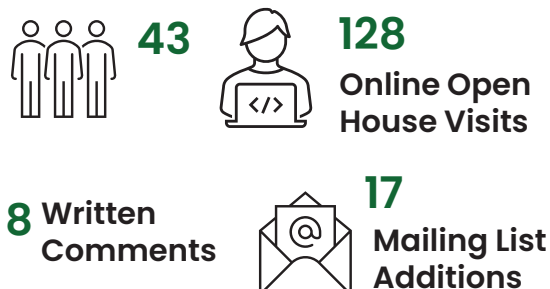
Public Meeting # 2: September 2023

Attendees



Public Meeting # 3: February 2024

Attendees



Public Meeting # 4: May 29, 2024

We Are Here



JOIN OUR ONLINE OPEN HOUSE

May 29 - June 12, 2024 to view all the materials presented at the public meeting.



Ted Stevens Anchorage International Airport Master Plan Update Public Open House

WHAT IS AN AIRPORT MASTER PLAN?

The Federal Aviation Administration (FAA) defines an airport master plan as “a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand”
(FAA Advisory Circular 5070-6B, Airport Master Plans)

The FAA recommends that all airports have up-to-date master plans. A master plan serves as a blueprint for an airport’s long-term development and is typically updated every 5 to 7 years. The Airport last completed a Master Plan Update from 2012 to 2014. Since then, many changes have occurred that merit a new Master Plan Update.



Project
Website



Fact
Sheet



Contact Us

Questions? Comments?

- Email us at: info@ancmpu.com
- Fill out our comment form online.
- Call the project hotline at 907-268-3106



Comment
Form



Email



Attachment C

Email Blasts

Email #1 Announcement – Join Us

Email One-Week Reminder – Next Week

Email Public Meeting and Online Open House Reminder – Today

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Anchorage Airport Master Plan Update Public Meeting Notice

Ted Stevens Anchorage International Airport (ANC) Master Plan Update: Notice of Final Public Meeting and Online Open House – Preferred Alternatives

ANC is holding a fourth and final public meeting and online open house to present the preferred alternatives for the ANC Master Plan Update. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com.



Public Meeting Details

Date & Time

Wednesday, May 29, 2024

5:30 - 7:30 PM

Presentation at 5:45 PM

Location

Coast Inn at Lake Hood

Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65



Online Open House Details

Visit us during our online open house to view the materials from May 29 to June 12, 2024 at www.ancmpuonline.com.



Questions or comments?

Katherine Wood,
Public Involvement Lead, HDR
PHONE: (907) 644-2153
EMAIL: info@ancmpu.com

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The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VII Nondiscrimination Policy: [dot.alaska.gov/tvii_statement.shtml](#). To file a complaint, go to: [dot.alaska.gov/civirs/tvilevi.shtml](#).

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2153 or info@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

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[dot.alaska.gov/dotv_statement.shtml](#). To file a complaint, go to: [dot.alaska.gov/civilrights.html](#)

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Attachment D

Advertisements

Anchorage Daily News Display Ad #1

Anchorage Daily News Display Ad #2

Anchorage Daily News Legal Ad

Anchorage Daily News Online Ads

Alaska Public Media Radio Ads

State of Alaska Online Public Notice – Public Meeting

State of Alaska Online Public Notice – Committee

Meeting State of Alaska GovDelivery

Social Media Posts

ALASKA NEWS

Permanent Fund board holds heated meeting after publication of emails raising concerns about board's vice chair

Alex DeMarban
Anchorage Daily News

The Alaska Permanent Fund trustee board held a special meeting Wednesday to discuss security issues after a series of internal staff emails were made public. In the emails, published by the Alaska Landmine website late last month, the fund's chief investment officer raised concerns about what he described as the vice chair's "conflicts of interest."

The meeting quickly led to tense exchanges between trustees about board member behavior. The board also raised concerns about staff morale and the fund's reputation and trustworthiness.

The board sets policy for the \$80 billion fund, one of the world's largest sovereign wealth funds. The fund pays the state's annual dividend to Alaskans and provides about half the state's general fund revenues.

The concerns raised by Marcus Frampton in the emails involve Vice Chair Ellie Rubenstein, co-founder of the Manna Tree Partners private equity firm and daughter of David Rubenstein, who is co-founder of the Carlyle Group, one of the world's largest private equity funds. Ellie Rubenstein's mother is Alice Rogoff, who purchased the Anchorage Daily News in 2014, changed its name to Alaska Dispatch News and owned the company until it filed for bankruptcy protection in 2017.

Frampton said in the emails that Rubenstein has made "dozens upon dozens" of referrals of investment managers to staff, some involving investors or businesses with ties to her private equity firm or her father's company. She has attempted to have one Permanent Fund employee fired after the employee displeased her father and has said some of the fund's asset classes need to be managed by different personnel, according to Frampton's emails. Frampton also said in the emails that staff has at times held meetings that Rubenstein helped organize, though managers have not altered investments in response.

Rubenstein has said in prepared statements that she follows all the fund's ethical rules, and it's "appropriate and valuable" to introduce Permanent Fund staff to investment firms. She called the publication of the emails "disturbing" and a "breach of policy and trust."

Rubenstein was appointed to the board two years ago by Gov. Mike Dunleavy.

During the roughly 45-minute public portion of the meeting, Rubenstein did not participate in the discussion among trustees or provide a statement. The meeting was attended by all six trustees.

The board met in executive session for close to two hours. Chair Ethan Schutt said in the meeting after the executive session that there was no external IT breach at the fund.

"Other concerns are under consideration by the board, and we're considering a series of governance reforms as a board that we will address in further public meetings," he said. The issues include IT, trustee interactions and information trustees provide, as well as relations between staff and trustees, Schutt said.

It isn't clear how the Landmine acquired the emails.

During the meeting's public discussion, trustee Craig Richards, the longest-serving trustee and one originally appointed by former Gov. Bill Walker, said he assumed the ethical allegations against Rubenstein would be handled through the state's ethics process.

Richards said that he's less concerned about the publication of the emails than he is about the overall behavior of the board. He did not provide names of trustees he was referring to.

He said the behavior has created an atmosphere where employees are in "cover yourself" mode, which he asserted led to the emails being published by the Landmine. Trustee Jason Brune replied that those were "pretty strong allegations."

He pressed Richards to clarify.

Richards said over the last two years or so, he has witnessed a large increase among some trustees in the number of referrals to staff involving outside investment managers and potential investments, he said.

"It just increased in volume to a point that staff is obviously feeling uncomfortable," said Richards. "And that's been communicated, yet the behavior still occurred."

He said some trustees have increased their "direct communications with staff at a level we've never seen before."

"And I think that that, again, is having some negative consequences in the sense that it's making some of the managers feel a little undermined," Richards said.

He said discussions are taking place behind closed doors in ways that didn't used to happen.

Also, there have probably been "some indirect threats ... around people in a way that they're beginning to feel threatened around their employment or the status of the company, which is why we're seeing leaks," he said.

Richards said he believed that the board must discuss the need for policy changes that would better define board behavior.

Potential policy changes related to "the handling of confidential information" also needed to be discussed, Richards said.

Trustee said he's "not familiar with any of that at all."

Richards said he didn't want to "point fingers."

Brune said Richards was pointing fingers.

"I have followed the process," said Brune, appointed to the board last year by Dunleavy. "I have not gotten together with folks behind closed doors outside of the Open Meetings Act. And I think that those allegations are pretty serious allegations. Trustee Richards. And as for threats to staff, absolutely not."

Frampton in his emails indicated that Ellie Rubenstein had attempted to arrange meetings between investment managers seeking to do business with the fund and Permanent Fund staff.

Britt Harris, an adviser to the fund as a member of the board's investment advisory group, spelled out what he described would be the right approach in those situations. Harris provided his view of the email release in the public portion of the meeting, at Schutt's request.

Harris, a former chief investment officer for the Teacher Retirement System of Texas, another large wealth fund, said that trustees of wealth funds will receive numerous queries from investment managers who want to do business with the fund.

Harris said that in those situations, trustees need to say "Look, I'll be happy to refer you to the investment team, but you need to understand that I have nothing to do with the selection of investment managers."

The trustee should then document that they referred an investment manager to the fund's investment team, he said.

"That's a professional way of handling things and it's just the way things have to operate on the investment team side," Harris said.

Harris said it is "absolutely essential" that the board of trustees conveys competence and total commitment to the fund, he said. It's also critical that collaboration between the board and the fund's investment team "conveys trust to the outside world. And it needs not just to convey trust, but actually be trustworthy," he said.

As for the way the emails were made public, Harris said, that appears to be "a major policy violation."

More than 60 people took part in the meeting, which was held virtually. At the meeting, Schutt also read three comments from the public that he said the board had received about the issue.

Two called for Rubenstein's removal or resignation. A third expressed anger with the board involving a lack of transparency.

State law says the governor can remove a public board member "only for cause."

Dunleavy said in a press conference last week that the issue involving Ellie Rubenstein is a matter for the Permanent Fund board to address internally.

CORRECTIONS

Anchorage Daily News promptly acknowledges and corrects factual errors. If you see one, please call our editors at 257-4301.



A sign for Hilcorp Alaska is seen on an office building in Midtown Anchorage on March 30, 2023.

LOREN HOLMES / ADN archive March 2023

ALASKA LEGISLATURE

Alaska Senate panel strips \$100M tax increase on Hilcorp from carbon storage bill

Sean Maguire
Anchorage Daily News

JUNEAU — The Senate Finance Committee has removed a provision from a carbon sequestration bill that would have raised state taxes on oil company Hilcorp, the operator of Prudhoe Bay.

House Bill 50 was introduced by Gov. Mike Dunleavy last year so the state could lease depleted gas reservoirs in Cook Inlet to store carbon dioxide deep underground. The bill was amended Friday in the Senate Resources Committee with the provision affecting Hilcorp.

As a privately owned oil and gas company, Hilcorp — which produces more than 90% of Cook Inlet natural gas — does not pay corporate income tax to the state. A senior executive at Hilcorp Alaska sent an email to the heads of the Railbelt electric utilities Sunday warning that higher taxes could lead the company to significantly change its investment decisions and its existing natural gas contracts.

The Senate Finance Committee on Wednesday unveiled a new version of the carbon sequestration bill before an assembled audience of oil industry allies and representatives. The Hilcorp provision was gone.

Sitka Republican Sen. Bert Stedman said the committee had "peeled back" the bill to focus on the carbon storage proposal. He said that was due largely to timing with one week left in the legislative session. Provisions to regulate gas storage and to allow natural gas reserves to be used to secure loans were also removed. But Stedman said they could all be added back to the final bill.

The Alaska Department of Revenue estimated last year that applying corporate income taxes to Hilcorp could net the state well in excess of \$100 million per year. Supporters of the Hilcorp tax hike say it is unlikely to be revived and pass into law this year.

Sen. Bill Wielecowski, D-Anchorage, said he was not surprised the provision had been stripped out. He said the threats made by Hilcorp about Cook Inlet's natural gas supply were "intimidation."

"It's outrageous what they're doing," Wielecowski said Monday. "Holding Alaskans hostage for their corporate tax breaks."

Anchorage Republican Sen. Cathy Giesse had also supported the tax hike on the Texas-based operator. She said it was "not unexpected" that the provision had been removed after a pressure campaign from Hilcorp. "They're really got us over the barrel," she said.

Legislators said the governor had made it clear that he opposed the proposed Hilcorp tax increase, and that it could be a deal breaker for him signing the carbon storage bill. Spokespeople from Dunleavy's office did not respond to a request for comment.

In response to the addition of the Hilcorp provision, the House Rules Committee scheduled a rare meeting on Thursday. The committee usually just schedules which bills are heard on the House floor. But the Thursday meeting listed 14 Senate measures that could be amended by the committee.

After the Hilcorp provision had been removed, Anchorage GOP Rep. Craig Johnson said the planned hearing was no longer needed. Johnson, who chairs the committee, said Wednesday that the message was "very clearly" understood by the Senate.

"We will not allow good policy to die on the last day of the session," he said.

HB 50 still has a provision intended to block oil and gas companies that receive federal tax credits from deducting carbon sequestration expenses from their oil production taxes. The revised bill has not yet been scheduled for its next hearing in the Senate Finance Committee.

ANC

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Final Public Meeting and Online Open House #4

WHAT IS BEING PLANNED?
ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives were presented at the previous public meeting in February 2024, and the Airport has selected its preferred alternative.

WHY THIS PUBLIC NOTICE?
This notice is to inform you about this public meeting and open house. One in-person meeting and a 2-week online open house will be held to inform the public of the preferred alternative.

WHERE DO YOU COME IN?
Attend our in-person public meeting and visit our online open house. Come listen to our presentation, attend the open house after, and talk with the project staff working on the ANC Master Plan Update. Contact the project team!

Meeting Details

info@ancmpu.com

DATE & TIME
Wednesday, May 29, 2024 from 5:30 to 7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue, Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from May 29 to June 12, 2024, at www.ancmpuonline.com.

Join our mailing list for project news and updates at:
www.ancmpu.com

SPECIAL ACCOMMODATIONS
The Alaska Department of Transportation and Public Facilities (DOT&SP)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/civrights/tvienvi.shtml
The DOT&SP complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Katherine Wood at 907-644-2533 or kwood@ancmpu.com as soon as possible but no later than 48 hours before the scheduled event.

ANCHORAGE DAILY NEWS

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Gene Horner salutes as a casket is moved toward the committal shelter at Fort Richardson National Cemetery on Sept. 21, 2017. Horner's mission is to ensure that a live bugler, not a recording, plays at each veteran's funeral who requests it.

FROM PAGE A1

GENE HORNER

Gene's bugle have paid honors to the lives of thousands of other veterans. Now those same notes will honor him," Leskowat said.

Horner, a Vietnam War veteran, was a bugle and trumpet player for the Army's 4th Infantry Band. After active duty, he moved to Alaska in 1970 and later built a career as a piledriver. As a trumpeter, he was a mainstay member of the Mat-Su Concert Band.

"That's my outlet. I'm a mediocre trumpet player, and I can hold my own down on third trumpet," he said in 2017. "I mean, I love to play."

Horner, of Palmer, said in the 2017 Anchorage Daily News story that his mission to honor veterans grew after he attended the funeral of a World War II vet in 1999. When he realized the Army band wasn't there, he asked permission to sound taps himself. Virginia Walker, longtime director of Fort Richardson National Cemetery, invited him to return for many years.

"I play right to the family. (That) is where my heart is going. And it doesn't matter if there's two people here or if there's 200 people here. It's the same thing," he said in 2017.

His obituary said he supported 100 to 300 funerals a year. Walker, who attended Tuesday's graveside service, estimated Horner was called on more than a thousand times for burials and other ceremonies, not just at Fort Richardson National Cemetery but at other locations around Alaska. She said she would try to repay his kindness with snacks and baked goods.

"We did everything we could just to make it a pleasant experience for him, because he was just so great to us," Walker said.

Duane Mendenhall, the current director of Fort Richardson National Cemetery, said Horner supported several ceremonies in the months prior to his death.

Horner is survived by Priscilla Horner, his wife of 53 years, and his son, Jack Horner. After the ceremony, Jack Horner said the day had been a reminder of the number of lives his father touched, not just in military circles but in recovery, music and church communities.

Jack Horner said his family had a saying: "Keep calm and call Grandpa."

"Whenever we needed something, we could call him and know that he would be over with a hammer, a helping hand, a word," Jack Horner said. "And what I didn't realize was that was true for so many more people than just our family."

Horner's death came after an injury from a fall, Jack Horner said. An outpouring soon followed.

The Mat-Su Concert Band concluded its May 4 performance in Horner's memory. Buglers Doug Scheaffer and Hank Hartman sounded "Echo Taps," a variation on the taps tradition in which buglers stand at a distance from each other for sonic effect. An audience of nearly 250 people stood in silent tribute, many placing their hands on their hearts.

Before Tuesday's ceremony, Sgt. Josh



Priscilla Horner is presented with the flag that covered the casket of her husband Gene Horner at Fort Richardson National Cemetery on Tuesday. For 25 years, Horner volunteered to sound taps at ceremonies honoring veterans. Horner died May 1.



Chaplain Michael Leskowat speaks at a burial ceremony Tuesday for Gene Horner at Fort Richardson National Cemetery.

Hernandez of the Army's 11th Airborne Division Band said he volunteered to sound taps for a man he had met several times. He said he found Horner easy to talk to. Hernandez, 32, said he envisions carrying on his own mission to sound taps

even after his active duty days are over.

"At least on me, (Horner) left a lasting kind of impression on the importance of this ceremony and providing honors," Hernandez said.

Hernandez sounded taps from a

walkway outside the pavilion, raindrops beading on his bugle, beginning moments after an Army honor guard fired volleys.

"I don't see a reason why I would stop doing it, Hernandez said. "I want to do it as long as I can."

FROM PAGE A1

ENERGY

Rather, they spoke about carbon sequestration and renewable energy possibilities as means for lowering Alaskans' energy bills and attracting additional investment in the state — including from carbon emitters like oil and gas companies.

"We need to make sure that our industries, our oil base, can stay competitive," said Sen. Bert Stedman, a Sitka Republican who accompanied Dunleavy onstage at the conference to speak about legislation passed earlier this month.

When Alaska-based oil producers "try to sell their oil, the buyers are now looking at the carbon footprint," Stedman added. "We want to make sure that our partners in Prudhoe Bay and all the other oil fields are competitive in that market, or we're going to be punished by having a harder time selling it and probably lower prices."

For three years, Dunleavy has convened the annual conference to address renewable energy. He has used the platform to tout his efforts to promote carbon offsetting — keeping

trees standing on state land to raise revenue from companies seeking to reduce their carbon footprint — and carbon sequestration — injecting carbon deep underground — to entice investment in Alaska even as some oil and gas companies increasingly shy away from new development in the Arctic.

The state has yet to begin selling carbon offsetting credits, and carbon sequestration legislation has not been transmitted to the governor for his signature. But Dunleavy said Wednesday that Alaska's carbon storage capacity "is absolutely significant."

Twenty-four states have adopted greenhouse gas reduction targets. Alaska is not one of them, and at the conference, Dunleavy reiterated that he had no intention of developing such a target.

In a speech to conference attendees, Dunleavy said Tuesday that he's "agnostic as to the electron."

"Within the energy sphere, there's a lot of people that focus on reducing or eliminating carbon. My focus is on providing the cheapest electricity possible to Alaskans so that we can afford to live here, we can afford to bring industry

here. In that process, I do think we're going to minimize carbon with our carbon capture and our carbon offsets and technology as we go into the future," Dunleavy said.

"We can't afford to pick and choose what energy sources we're going to use," said Dunleavy. "We need all of it, and we need it as soon as possible."

Dunleavy's views are in line with those of Republicans nationally, according to a recent study from the Pew Research Center that found few Republicans see climate change as a top priority for the country, but many support some proposals to address climate change — including developing carbon capture technologies.

The governor was joined at the conference by a bipartisan group of 15 lawmakers, all of whom had recently supported the energy bills that Dunleavy celebrated. Despite disagreements with lawmakers earlier in the session, Dunleavy struck a celebratory tone when speaking about the Legislature.

"The work that they did this year and the work that they'll do in the years to come will absolutely transform this state," he said. "I

think what happened this year bodes well for next year, the year after, with regard to our ability to work together to get some important bills passed in our House and our Senate."

Rep. Will Stapp, a Fairbanks Republican, said he is skeptical of some of the Dunleavy-backed carbon policies, including sequestration and offsetting, but that the legislation laid a framework for moving "in a positive direction."

"What does that look like? To me, that looks like the ability to move the cheapest electron up and down the Railbelt system, no matter where it comes from, no matter how it's generated, to the consumer at the cheapest rate possible."

House Minority Leader Calvin Schrage, an Anchorage independent, said in an interview that climate change is "one of the major issues facing our generation" but talking about renewable energy in terms of economic benefits was to "meet people where they're at."

"It's kind of hard to worry about the climate when you're not able to afford groceries or to heat your house or anything else related to energy," said Schrage.

Alaskans are "feeling the cost of energy more than they're feeling the impacts of climate change."

"We need to do things in a cleaner, more renewable

Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Final Public Meeting and Online Open House

#4

*** PUBLIC MEETING REMINDER ***

DATE & TIME
May 29, 2024
5:30 to 7:30 p.m.
Presentation at 5:45 p.m.

LOCATION
Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502
Anchorage People Mover Bus
Route 40 or 65

ONLINE MEETING
Visit us online to view project materials from May 29 to June 12, 2024, at www.ancmpuonline.com.

For full meeting details, visit the project website at www.ancmpu.com

Legals & Public Notices301

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Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Final Public Meeting and Online Open House

WHAT IS BEING PLANNED?

ANC updates the Master Plan every 7 to 10 years to responsibly meet future aviation demand. Preliminary alternatives were presented at the previous public meeting in February 2024, and the Airport has selected its preferred alternative.

WHY THIS PUBLIC NOTICE?

This notice is to inform you about this public meeting and open house. One in-person meeting and a 2-week online open house will be held to inform the public of the preferred alternative.

WHERE DO YOU COME IN?

Attend our in-person public meeting in Anchorage and visit our online open house. Come listen to our presentation, attend the open house after, and talk with the project staff working on the ANC Master Plan Update project. Contact the project team!

MEETING DETAILS

Date & Time

Wednesday, May 29, 2024, from 5:30 to 7:30 p.m.

Presentation at 5:45 p.m.

Location

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue, Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 45

Online Meeting

Visit our online at www.ancmpuonline.com from May 29 to June 12, 2024, to view project materials.

Join our mailing list for project news and updates: www.ancmpu.com.

Pub: May 9, 2024

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PUBLIC NOTICE

Alaska CNG, LLC, Mustang Cama' NG Service Line Private Non-Exclusive Easement

The Alaska Department of Natural Resources, Division of Oil and Gas (DOG) received an AS 38.05.850 easement application on April 21, 2024, from Alaska CNG LLC requesting a non-exclusive private easement authorization to construct and operate the proposed Mustang Cama' NG Service Line. The proposed easement will be adjudicated under AS 38.05.850. The Division is providing public notice and an opportunity to comment.

Applicant: Alaska CNG LLC (see application for contact information)

Project ID: AGL 222330

Location: see application

Project Description:

Alaska CNG LLC is requesting a non-exclusive easement authorization to construct and operate a four-inch diameter gas line from the Mustang Pad to the Cama' pad on the North Slope. A trench will be opened in the road, and the fuel gas line will either be buried in the road prism, or just below the road prism in the underlying tundra. The line will originate on the Mustang Pad in the Southern Milwauvec Unit and head east within the Mustang Road, then will turn and run southwest towards its terminus on the Cama' pad. Alaska CNG LLC is requesting the authorization of a construction easement measuring 5 miles long and 20 feet wide, with a total area of 13.33 acres. Following construction, this would result in an operational easement measuring 5.5 miles long and 5 feet wide, with a total area of 3.33 acres. The purpose of this project is to provide fuel gas for Cama' pad. Construction is planned to begin July 1, 2024, and end by September 30, 2024.

The application package is available for review at the Division's Permitting Section, 550 West 7th Avenue, Suite 1100, Anchorage, AK 99501, or online at <http://dog.dnr.state.ak.us/newsroom>. Please send comments to the Division by email to dog.permitting@alaska.gov or by regular mail to the Division. All comments must be in writing. A copy of the final decision will be sent to any person who provides written comments. An eligible person affected by the decision may appeal or request the commissioner's reconsideration in accordance with 11 AAC 02.

All comments must be received by the comment deadline: 4:30 pm, Alaska Standard Time, June 9, 2024.

The Department of Natural Resources complies with Title II of the Americans with Disabilities Act of 1990. This notice will be made available in alternative communication formats upon request. Individuals with disabilities who may need auxiliary aids, services, or special modifications to participate may contact the address above or call 907-269-8411.

AD 24PE-10-061

Pub: 5/9, 5/29/2024

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NOTICE OF PROPOSED CHANGES IN THE REGULATIONS OF THE STATE MEDICAL BOARD TO STREAMLINE LICENSURE REQUIREMENTS FOR PHYSICIANS

The State Medical Board (Board) proposes to adopt regulation changes in Title 12, Chapter 40 of the Alaska Administrative Code, eliminating redundant requirements for licensure for physicians, including the following:

1. Article 1 - Licensing, is proposed to amend the regulations to remove the requirements for original letters of verification of hospital privileges, federal Drug Enforcement Administration (DEA) clearances, and American Medical Association (AMA) or American Osteopathic Association (AOA) Physician Profiles for both initial licensure and renewals. This will simplify and expedite the current licensure process for physicians. To replace these requirements, the Board proposes regulations to require disclosures, statements, and attestations from the applicant regarding disciplinary actions taken against the applicant and revoked or restricted DEA registration information.

You may comment on the proposed regulation changes, including the potential costs to private persons of complying with the proposed changes, by submitting written comments to Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806. Additionally, the Board will accept comments by facsimile at (907) 465-2974 and by electronic mail at RegulationsAndPublicComments@alaska.gov. Comments may also be submitted through the Alaska Online Public Notice System by accessing this notice on the system at <http://notice.alaska.gov/215533>, and using the comment link. The comments must be received not later than 4:30 p.m. on June 11, 2024.

You may submit written questions relevant to the proposed action to Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing, P.O. Box 110806, Juneau, AK 99811-0806 or by e-mail at RegulationsAndPublicComments@alaska.gov. The questions must be received at least 10 days before the end of the public comment period. The Board will aggregate its responses to substantially similar questions and make the questions and responses available on the Alaska Online Public Notice System and on the Board's website at <https://www.commerce.alaska.gov/web/cpr/ProfessionalLicensing/StateMedicalBoard.aspx>.

If you are a person with a disability who needs a special accommodation in order to participate in this process, please contact Stefanie Davis at (907) 465-2974 or RegulationsAndPublicComments@alaska.gov not later than June 4, 2024 to ensure that any necessary accommodations can be provided.

A copy of the proposed regulation changes is available on the Alaska Online Public Notice System and by contacting Stefanie Davis at (907) 465-2974 or RegulationsAndPublicComments@alaska.gov, or at <https://www.commerce.alaska.gov/web/portals/5/pub/REG-1223.pdf>.

After the public comment period ends, the Board will either adopt the proposed regulation changes or other provisions dealing with the same subject, without further notice, or decide to take no action. The language of the final regulations may be different from that of the proposed regulations. You should comment during the time allowed if your interests could be affected.

Statutory Authority: AS 08.01.062; AS 08.01.063; AS 08.01.100; AS 08.64.100; AS 08.64.101; AS 08.64.180; AS 08.64.190; AS 08.64.200; AS 08.64.205; AS 08.64.209; AS 08.64.210; AS 08.64.225; AS 08.64.240; AS 08.64.250; AS 08.64.255; AS 08.64.275; AS 08.64.279; AS 08.64.313

Statutes Being Implemented, Interpreted, or Made Specific: AS 08.64.100; AS 08.64.101; AS 08.64.180; AS 08.64.190; AS 08.64.200; AS 08.64.205; AS 08.64.209; AS 08.64.225

Fiscal Information: The proposed regulation changes are not expected to require an increased appropriation.

For each occasion regulated under the Division of Corporations, Business and Professional Licensing, the Division keeps a list of individuals or organizations who are interested in the regulations of that occupation. The Division automatically sends a Notice of Proposed Regulations to the parties on the appropriate list each time there is a proposed change in an occupation's regulations in Title 12 of the Alaska Administrative Code. If you would like your address added to or removed from this list, send your request to the Division at the address above, giving your name, either your e-mail address or mailing address (as you prefer for receiving notices), and the occupational area in which you are interested.

DATE: 5/9/2024

by Stefanie Davis, Regulations Specialist, Division of Corporations, Business and Professional Licensing

Pub: May 9, 2024

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Kiewit is soliciting subcontractor bids and material quotes from subcontractors and suppliers, including all types of qualified small businesses and Disadvantaged Business Enterprises concerns for the following project:

Port of Nome Modification Phase 1

Nome, AK

U.S. Army Engineer District, AK

Quotes Due: May 22, 2024, 2024 @ 5:00 PM (AKDT)

Bid Date: May 29, 2024 @ 2:00 PM (AKDT)

KIEWIT INFRASTRUCTURE WEST CO.

2000 W Int Airport Rd, Ste C6

Anchorage, AK 99502

Contacts:

Scott Fowlds: PH (907) 222-9350 FAX (907) 222-9380

Kara Guin: PH (360) 693-1478 FAX (360) 693-5582

Email: WW.Estimating@kiewit.com

This project will expand the Port of Nome and extend the West Causeway by approximately 3,500 linear feet into the Deep-Water Harbor. The Alaska includes 2000 feet of Open Coat Sheet Pile (OCSP) dock face, fender piles combined with floating fendering along the dock face, construction of fuel, water, sewer, electrical, and telecommunications system upgrades, and incidental related work. FAR 52.222-33 Applies to this project. Offerors are required to negotiate or become a party to a Project Labor Agreement and subcontractors are required to become a party to the resulting project labor agreement.

Plans and Specifications are available from the PEE Solicitation Module website at: <https://pee.ed.mil/sol/html/unauth/index.shtml> via Solicitation Number Search W11KSCAR010.

Services and supplies being solicited include: BOLLARDS, Cathodic Protection, Cargo Operations, Cement, Concrete, Concrete Aggregates, Crust/Surfacing, Electrical Construction, Refractory, Fenders, Fuel, Fuel System upgrade, Naval Architect, Marine Terminal Monitoring, Rebar, Shovel, Pile, Site, Steel Fabrication, Survey, SWPPP, Traffic Control, Tug & Barge, Water/Sewer System Upgrades.

In order to assist certified Small Business and Disadvantaged Business Enterprises contractors and suppliers, where feasible Kiewit will divide items of work into smaller tasks or quantities which will permit maximum practicable opportunity of Small and Disadvantaged Businesses.

All subcontractors and material suppliers are required to execute our standard "Subcontract Agreement" or "Material Contract." We require 100% Performance and Payment, or Supply Bonds. If you have questions regarding these contract agreements, please contact us for a copy. Kiewit will assist in obtaining bonding and lines of credit as required.

We are an Equal Opportunity Employer

Pub: Mar. 24, 25, 28, Apr. 1, 4, 7, 8, 11, 14, 15, 18, 21, 22, 25, 28, 29, May 2, 5, 6, 9, 12, 13, 16, 19, 20/2024

Legals & Public Notices301

Legals & Public Notices301

NOTICE TO PROPOSERS

NOTICE is hereby given that sealed proposals will be received by:

North Slope Borough Port Authority Department

Attn: Carolyn Thompson, Project Administrator

Port Authority Office Location: 1402 Nachik Street Utqiagvik, AK 99723

The project title: "ASTAR Sand & Gravel Survey - Helicopter Rental & Fuel Purchase" your vendor/firm's name, the words "Seal Enclosed", bid date and name of Project Administrator must appear on the outside envelope of all bids in accordance with the North Slope Borough Municipal Code § 2.36.080 (a). Proposers are responsible for the timely delivery of proposal to the address listed above. Bids will be received until May 15, 2024, local time 3:30pm AKST, for Helicopter Rental Services and Fuel Purchase as described more completely in the Request for Proposals (RFP) entitled ASTAR Sand & Gravel Survey - Helicopter Rental & Fuel Purchase.

Proposals will be opened and publicly read aloud names of those firms/contractors who submitted proposals at 4:00 p.m. at the Port Authority conference room at the above address. Please be advised that the United States Post Office (USPS) does not make deliveries to physical addresses. If using USPS, items may be sent to our mailing address: P.O. Box 69, Utqiagvik, Alaska 99723, addressed to the North Slope Borough Port Authority Department attention to Carolyn Thompson, Project Administrator, with the sealed bid envelope inside of the mailing envelope. However, you are still responsible for ensuring your bid is timely received at the physical address listed above. The North Slope Borough Department of Administration and Finance, Shipping and Receiving Division are authorized to pick up packages that are being sent by commercial airlines to Utqiagvik (Barrow) during their scheduled pickups, please provide airwaybill number to the Project Administrator. Proposals received after the time announced for the bid closing, which will be 4:00 p.m. unless otherwise specified, will not be considered. For further information, email the Project Administrator, Carolyn Thompson at carolyn.thompson@north-slope.org.

Interested parties are responsible to ensure timely delivery of their RFP to the address below. Early submissions are encouraged. Delays due to weather, airline schedules or other unknown variables will not be considered an exception to the deadline requirements. Bids must be submitted to North Slope Borough Port Authority Department, Attn: Carolyn Thompson, Project Administrator, 1402 Nachik Street, Utqiagvik, Alaska 99723. Facsimile or emailed bids to any Borough employee or representative will not be accepted. Bids are received when they have been date stamped and time indicated by the Project Administrator or designee.

Interested parties can view and download Bid Documents for this project at no cost from the North Slope Borough Procurement Website at www.north-slope-procurement.com. All potential bidders are required to register as plan holders on the North Slope Borough procurement website in order to receive electronic delivery of project updates and addendums. Last day for submittal questions shall be in writing on or before May 8, 2024 no later than 3:00 pm AKST, directed to Carolyn Thompson, Project Administrator, Carolyn.Thompson@north-slope.org.

The Borough reserves the right to reject any or all proposals and to waive irregularities or informalities in any of the proposals. Each proposal shall be submitted only on the prescribed proposal forms included in this RFP.

Pub: May 5-13/2024

The New York Times

Crossword

Edited by Joel Fagliano No. 0404

ACROSS

1 They're good to know

4 Aft name for a Feb. 14 baby?

7 Pressure mess.

10 Coastal retreat?

13 What was written as "emerged" on early scripts of "The Simpsons"?

14 Dolly, e.g.

15 Specs (sports sweater brand)

16 Baseball Hall-of-Famer Duncanson

17 Landmark legislation of 1972, for short

18 What Scott Joplin might yell after a gig?

20 Org. authorized by the 16th Amendment

21 Hit up

22 Having muscle pain

23 Spot markers

24 Deal with

26 Letters associated with Joseph Smith

31 More piddling

32 Things sometimes lined with bubble wrap

33 Like the German article "das"

34 Derby participants in July

35 AMC competitor

36 "My gut says..."

37 Subject of this puzzle

38 Certain soccer

39 Kenny Chesney hit

40 "Back" (2004)

41 Baseball Hall-of-Famer Duncanson

42 Game show host John Michael

43 Break of

44 Bag

45 Work with one's hands

46 Gamish with an...

47 Gave a red card, informally

48 Social stratum

49 Corner of the term "ambivalent music"

50 Famous specification for a 57-Across

51 One part...

52 Out

53 Court hotshot

54 Self-ignites types

55 "The Devil Wears Prada"

56 "You'd better not go there..."

57 "Abbot" (elementary) for one

58 Chudnovsky relative

59 Prefix with fix

60 Stephen of "Ivor Novello"

61 Do a simple calculation

62 Member of la familia

63 "Game" (sci-fi classic)

64 Racers' wear

65 Vent feature

66 Mission involving spirit and opportunity

67 Homophone of a body part and a letter

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ANCHORAGE DAILY NEWS

HDR Alaska

Placement	Order Details	Geo Targeting	Campaign Start Date	Campaign End Date	Total Impressions Booked	Report Dates	Impressions Delivered	Clicks	Click Through Rate
adn.com	Anchorage MPU	Alaska	5/13/24	5/23/24	75,000	5/13-5/23	74,425	40	0.05%
Total							74,425	40	0.05%

Notes: ANC MPU (PN - 10337221)
Creative:





Sections

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Alaska News

Alaska lawmakers approve additional support for addressing missing and murdered Indigenous people

By Claire Stremple, Alaska Beacon
Updated: May 22, 2024
Published: May 22, 2024



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ANCHORAGE AIRPORT
Master Plan update
Public Meeting and Online Open House
Wednesday, May 29, 2024
5:30–7:30 p.m. *For Details*
Presentation at 5:45
CLICK

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3877 University Drive
Anchorage, AK 99508-4676
ar@alaskapublic.org
(907) 550-8400

CONTRACT

<u>Contract / Revision</u> 1174 /		<u>Alt Order #</u>
<u>Advertiser</u> Ted Stevens Anchorage International Airport		<u>Original Date / Revision</u> 05/08/24 / 05/08/24
<u>Contract Dates</u> 05/15/24 - 05/26/24	<u>Estimate #</u>	
<u>Product</u> FM KSKA 5/29/2024 Meeting		
<u>Billing Cycle</u> EOM/EOC	<u>Billing Calendar</u> Broadcast	<u>Cash/Trade</u> Cash
<u>Property</u> KSKA-FM	<u>Account Executive</u> Christina Young	<u>Sales Office</u> Anchorage Local
<u>Special Handling</u> Email		
<u>Demographic</u> Households		
<u>Agency Ref</u>	<u>Advertiser Ref</u>	<u>Product 1/2</u>

And:

HDR
Attention: Rory A. McAllister
582 E 36th Ave Ste 500
Anchorage, AK 99503-4169

*Line	Ch	Start Date	End Date	Description	Start/End Time	Days	Length	Spots/Week	Rate	Type	Spots
N 1	KSKA	05/15/24	05/17/24	W-F 9a-3p	9:00 AM-3:00 PM		:30			NM	6
Ted Stevens Anchorage International Airport Master Plan 5/29/2024 Public Meeting.											
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>				<u>Spots/Week</u>			
Week:		05/13/24	05/19/24	--WTF--				6			
N 2	KSKA	05/18/24	05/19/24	Weekend Edition	7a-10a		:30			NM	2
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>				<u>Spots/Week</u>			
Week:		05/13/24	05/19/24	-----SS				2			
N 3	KSKA	05/20/24	05/24/24	M-F 3p-6p	3p-6p		:30			NM	3
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>				<u>Spots/Week</u>			
Week:		05/20/24	05/26/24	MTWTF--				3			
N 4	KSKA	05/25/24	05/26/24	Weekend Edition	7a-10a		:30			NM	2
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>				<u>Spots/Week</u>			
Week:		05/20/24	05/26/24	-----SS				2			
N 5	KSKA	05/20/24	05/24/24	M-F 9a-3p	9:00 AM-3:00 PM		:30			NM	3
		<u>Start Date</u>	<u>End Date</u>	<u>Weekdays</u>				<u>Spots/Week</u>			
Week:		05/20/24	05/26/24	MTWTF--				3			
Totals											16

Time Period	# of Spots
04/29/24 - 05/26/24	16
Totals	16



Signature: _____
 Rory A. McAllister, Strategic Communications Designer, HDR

Date: 05/09/24

(* Line Transactions: N = New, E = Edited, D = Deleted)

Notwithstanding to whom bills are rendered, advertiser, agency and service, jointly and severally, shall remain obligated to pay to station the amount of any bills rendered by station within the time specified and until payment in full is received by station. Payment by advertiser to agency or to service or payment by agency to service, shall not constitute payment to station. Station will not be bound by conditions, printed or otherwise contracts, insertion orders, copy instructions or any correspondence when such conflict with the above terms and conditions. Two week advance cancellation notice is required unless otherwise specified.

Notice of Anchorage Airport Master Plan Update Committee Meetings (Open to the public)

The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final round of Master Plan Update committee and public meetings on Wednesday, May 29, 2024. The committee meeting will be held from 10 a.m. to noon in the Denali Ballroom at the Coast Inn at Lake Hood at 3450 Aviation Drive, Anchorage, AK 99502 (Anchorage People Mover Bus Route 40 or 65). This meeting combines both the Airline Advisory Committee and the Stakeholder Working Group and is open to the public. A public meeting will follow the committee meeting from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood.

You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

For more information, please contact: Katherine Wood at 907-644-2153 or info@ancmpu.com.

Attachments, History, Details

Attachments

None

Revision History

Created 5/9/2024 11:34:33 AM by jreese

Modified 5/9/2024 11:35:14 AM by jreese

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Anchorage
Project/Regulation #:	ANC Master Plan Update
Publish Date:	5/9/2024
Archive Date:	5/30/2024
Events/Deadlines:	Anchorage Airport Master Plan Update Committee Mee 5/29/2024 10:00am - 12:00pm  View on Map

Notice of Anchorage Airport Master Plan Update Committee Meetings (Open to the public)

The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final Master Plan Update public meeting on Wednesday, May 29, 2024, from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood, Anchorage, Alaska. A preferred alternative has been selected and will be shared with the public. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Public Meeting

May 29, 2024

5:30–7:30 p.m.

Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom

3450 Aviation Avenue

Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR

PHONE: 907-644-2153

EMAIL: info@ancmpu.com

Special Accommodations

The Alaska Department of Transportation and Public Facilities (DOT&PF)/ANC operates Federal Programs without regard to race, color, national origin, sex, age, or disability in public services and employment opportunities. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact **Katherine Wood at 907-644-2153 or info@ancmpu.com** as soon as possible but no later than 48 hours before the scheduled event.

▼ Attachments, History, Details

Attachments

None

Revision History

Created 5/9/2024 11:48:35 AM by jreese

Details

Department: Transportation and Public Facilities

Category: Public Notices

Sub-Category:

Location(s): Anchorage

Project/Regulation #: ANC Master Plan Update

Publish Date: 5/9/2024

Archive Date: 5/30/2024

Events/Deadlines: Anchorage Airport Master Plan Update Public Meetin
5/29/2024 5:30pm - 7:30pm

 [View on Map](#)

Summary for "Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House"

Summary		
1	Importance	Normal
2	Subject	Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House
3	Recipients	Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff
4	Date Sent	05/09/2024 04:09 PM AKDT
5	Total Sent	7,765
6	Delivered	7,604
7	Shared Views	0

Subject:Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House

Sent:05/09/2024 04:09 PM AKDT

Sent By:justin.shelby@alaska.gov

Sent To:Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff



Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	97.6%	4,806	4,689	1796 / 38.3%	117	2
Digest	n/a	n/a	386	386	133 / 34.5%	0	0
SMS Message	Delivered	98.3%	2,573	2,529	n/a	44	n/a

Link URL

Unique Clicks

Total Clicks

http://www.ancmpu.com	49	60
http://www.ancmpuonline.com	17	20
https://vimeo.com/user6209359	5	5
https://www.instagram.com/alaska_dotpf/	2	4
https://public.govdelivery.com/accounts/AKDOT/subscriber/e...	3	3
https://subscriberhelp.govdelivery.com/	1	3
https://www.facebook.com/AlaskaDOTPF	2	2
https://public.govdelivery.com/accounts/AKDOT/subscriber/o...	2	2
https://www.flickr.com/photos/akdotpf/	1	1
https://twitter.com/AlaskaDOTPF	1	1
https://511ride.alaska.gov:8443/rss2	0	0
https://subscriberhelp.granicus.com/	0	0
https://www.youtube.com/user/AlaskaDOTPF	0	0

From: [Gov Delivery \(DOT FAI\)](#)
To: [Perreault, John M \(DOT\)](#); [Blankenship, Dylan \(DOT\)](#); [Lindseth, Teri D \(DOT\)](#); [Rosewarne Kimerer, Ruth \(DOT\)](#); [Anderson, Ryan \(DOT\)](#); [Peterson, Erik J \(DOT\)](#); [Deppner, Andrea D \(DOT\)](#); [Harvey, Theresa L \(DOT\)](#); [Mitchell, Zak R \(DOT\)](#); [megan.peters@alaska.gov](#); [justin.shelby](#); [amanda.stonecipher@alaska.gov](#); [McCarthy, Shannon K \(DOT\)](#); [sam.loud@alaska.gov](#); [Daly, Rob T \(DOT\)](#); [john.binder@alaska.gov](#); [Spear, Angela M \(DOT\)](#); [Tessen, Danielle R \(DOT\)](#); [Reese, Jill \(DOT\)](#); [andy.mills](#); [Stepovich, Melissa M \(DOT\)](#); [Dapceovich, Sam D \(DOT\)](#); [Arnolds, Melanie \(DOT\)](#)
Subject: Courtesy Copy: Join Us! Ted Stevens Anchorage International Airport (ANC) Master Plan Update Public Meeting and Online Open House
Date: Thursday, May 9, 2024 4:09:49 PM

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This is a courtesy copy of an email bulletin sent by Justin Shelby.

This bulletin was sent to the following groups of people:

Subscribers of ANC Master Plan Update, Airport News, Alaska Aviation System Plan, Ted Stevens Anchorage International - Airport Tenants, Ted Stevens Anchorage International Airport, Ted Stevens Anchorage International Airport - Cargo Airlines, Ted Stevens Anchorage International Airport - PAX Airlines, Ted Stevens Anchorage International Airport - Terminal Concessions, or Ted Stevens Anchorage International Airport Staff (7700 recipients)



The Ted Stevens Anchorage International Airport (ANC) is hosting the fourth and final Master Plan Update public meeting on Wednesday, May 29, 2024, from 5:30 to 7:30 p.m. in the Denali Ballroom at the Coast Inn at Lake Hood, Anchorage, Alaska. A preferred alternative has been selected and will be shared with the public. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com. A public involvement plan for the ANC Master Plan Update is available for review on our website.

Public Meeting

May 29, 2024
5:30–7:30 p.m.
Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502

Anchorage People Mover Bus Route 40 or 65

Online Open House Details

Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.

Questions or comments?

Katherine Wood, Public Involvement Lead, HDR
PHONE: 907-644-2153

EMAIL: info@ancmpu.com

Special Accommodations

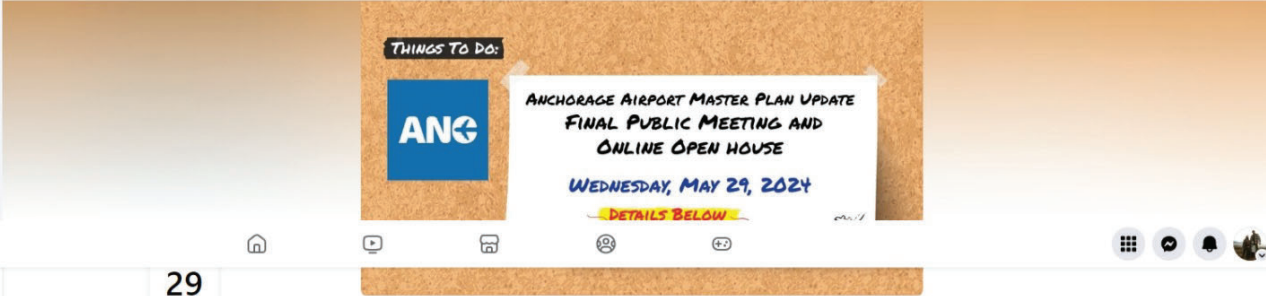
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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact **Katherine Wood at 907-644-2153** or **info@ancmpu.com** as soon as possible but no later than 48 hours before the scheduled event.



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29

WEDNESDAY, MAY 29, 2024 AT 5:30 PM

Ted Stevens Anchorage International Airport (ANC) Master Plan Update Final Public Meeting and Online

Coast Inn at Lake Hood

AboutDiscussion

Details

17 people responded

Event by Alaska Department of Transportation & Public Facilities

Coast Inn at Lake Hood

Public - Anyone on or off Facebook

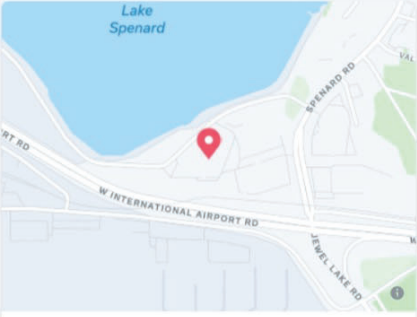
ANC is holding a fourth and final public meeting and online open house to present the preferred alternative for the ANC Master Plan Update. You can learn more about the ANC Master Plan Update by visiting the project website at www.ancmpu.com.

Public Meeting
Wednesday, May 29, 2024
5:30–7:30 p.m.
Presentation at 5:45 p.m.

Coast Inn at Lake Hood, Denali Ballroom
3450 Aviation Avenue
Anchorage, AK 99502
Anchorage People Mover Bus Route 40 or 65

Online Open House Details
Visit our online open house at www.ancmpuonline.com from May 29 to June 12, 2024, to view the materials.
See less

Anchorage, Alaska



Coast Inn at Lake Hood
Piper's, 3450 Aviation Ave, Anchorage, AK 99502, United States

Guests

3 Went14 Interested

See all

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Alaska Department of Transportation & Public Facilities
327 past events · Page · Government organization

Our purpose is to Keep Alaska Moving through service and infrastructure. Learn more at dot.alaska.gov

Contact us

Related events

SAT, JUN 29 AT 11 AM

Anchorage's Pride Festival 2024 - Northern Rights
Delaney Park Strip
Tosha, Tana Skye and 9 friends
Interested

SAT, JUN 29 AT 11:30 AM

Anchorage Pride Parade
Delaney Park Strip
Tosha, Tana Skye and 9 friends
Interested

TUE, JUN 25 AT 5:30 PM

Paws & Progress: Young Professionals Walk for Rescue
Goose Lake Park
Tana Skye and Tabitha are interested
Interested

THIS THURSDAY AT 7:30 AM

Achievement in Business Leadership
Aloft Anchorage
Tosha, Tana Skye and 7 friends interested
Interested

SUN, JUL 14 AT 10 AM

Fly By Festival
Alaska Aviation Museum
Ashley, Marie and 5 friends interested
Interested

Popular with friends

THIS FRIDAY AT 6 PM

Summer Solstice Party with Hilltop
7015 Abbott Rd, Anchorage, AK, United States, Alaska 995...
Ashley, Adler and 11 friends interested
Interested

THIS SATURDAY AT 12 PM

Summer Outdoor Market
Double Shovel Cider Company
Elizabeth, Halie and Maria are interested
Interested

ANC is holding a fourth and final public meeting and online open house to share the preferred alternative for the ANC Master Plan Update (Project No. CFAPT00847).

Learn more by visiting the project website at www.ancmpu.com. #KeepAlaskaMoving

7 1 3

Most relevant

Top fan
Norma M. Moralidad



5w Like Reply

Comment as Pearl-Grace Pantaleone

THINGS TO DO:



WHEN?
5:30 - 7:30 PM
PRESENTATION AT
5:45 PM

ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND
ONLINE OPEN HOUSE
WEDNESDAY, MAY 29, 2024
COAST INN AT LAKE HOOD
DENALI BALLROOM



THINGS TO DO:



**ANCHORAGE AIRPORT MASTER PLAN UPDATE
FINAL PUBLIC MEETING AND ONLINE OPEN HOUSE**

JOIN US ON WEDNESDAY, MAY 29, 2024

ADD OUR EVENT TO YOUR CALENDAR TODAY!

ONE WEEK AWAY!



Alaska Department of
Transportation & Public Facilities

May 22 at 8:00 AM · 🌐



REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) is hosting its fourth and final public meeting and online open house in 1 week. Join us on Wednesday, May 29, 2024, to learn more about the preferred alternative. Add our event to your calendar today.

<https://bit.ly/4acFX8D>



4



3 3



Most relevant ▾



John Walker

Lift the weight restrictions already!

3w

Like

Reply



Comment as Pearl-Grace Pantaleone





Alaska Department of Transportation & Public Facilities

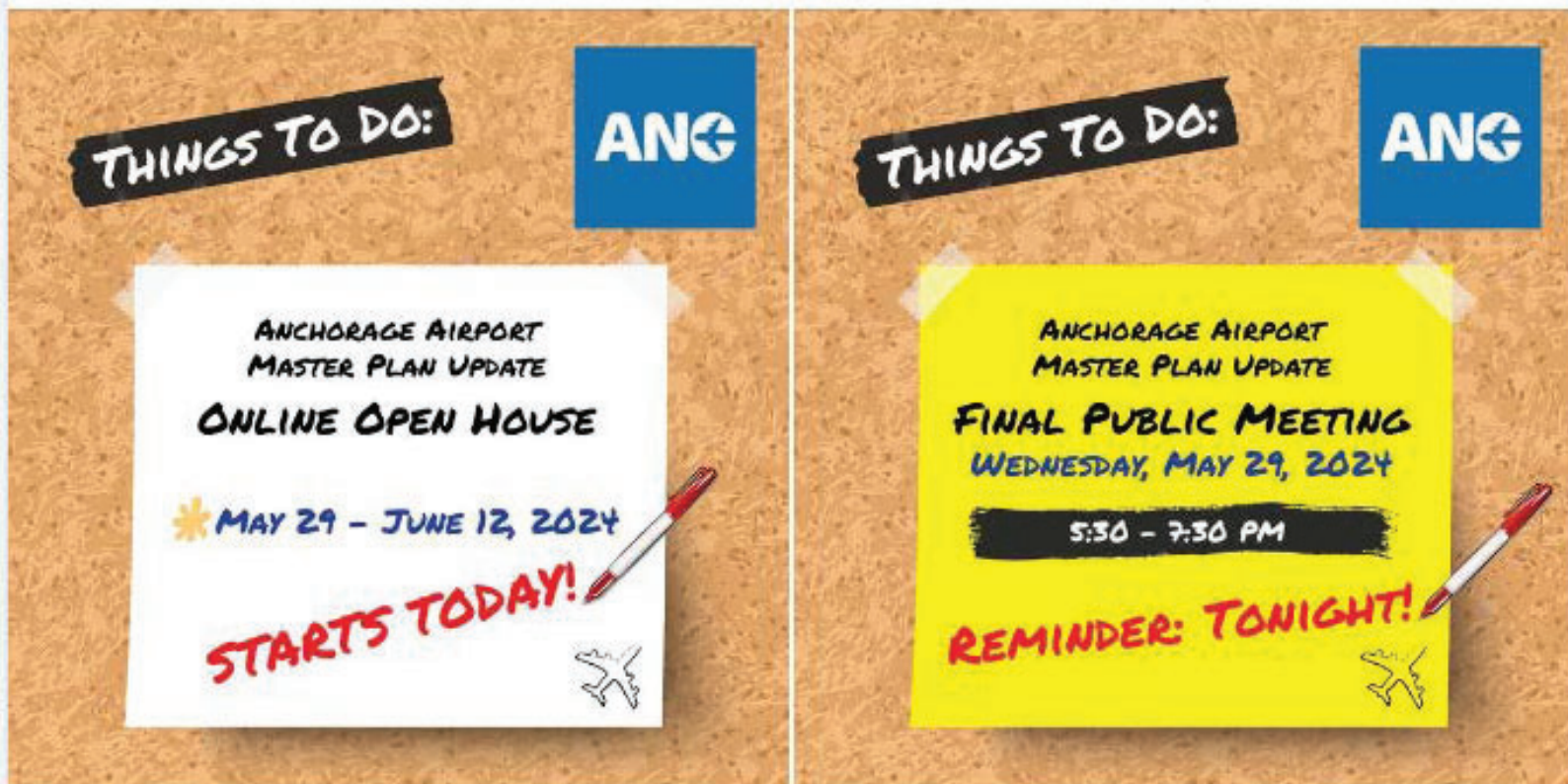
May 29 at 8:00 AM · 🌐

...

✈️ TODAY'S REMINDER

The Ted Stevens Anchorage International Airport Master Plan Update (Project No. CFAPT00847) public meeting #4 and online open house is today! Join us TONIGHT at the Coast Inn at Lake Hood in the Denali Ballroom from 5:30 to 7:30 p.m.

Can't make the meeting? That's okay. Our online open house is live NOW through June 12, 2024, at www.ancmpuonline.com. #KeepAlaskaMoving



👍 4

1 share

👍 Like

💬 Comment

➦ Share



Comment as Pearl-Grace Pantaleone

🗣️ 😊 📷 📺 🧐

Attachment F

Meeting Results

Sign-In Sheet – Committee Meeting

Sign-In Sheet – Public Meeting

Committee Meeting Notes

Public Meeting Notes

Comments

Title IV Report – Committee Meeting

Title IV Report – Public Meeting

Sign-In Sheet
Please
Print Legibly

Ted Stevens Anchorage International Airport
Master Plan Update

Final Committee Meeting - Preferred Alternatives

Coast Inn at Lake Hood, May 29th, 2024, 10:00 AM - 12:00 PM



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Pearl-Grace Pantalone	pg.pantalone@gmail.com	email	F	A/P
TIFFINING	THOMAS.FREDMAN@PEAKSUSANCA.COM	EMAIL	M	
Jon Isaacs	1399CJMJ907@outlook.ca		M	
Padley Gleason	padley.gleason.pro@yahoo.com		F	
Drugs World	trudy.wassd@alaska.gov	email	F	
Ryan Yelle	Ryan.Yelle@anchorageak.gov		M	✓
Carley Wallace	carley.ann.e.wallace@faa.gov	email	F	W
Koji Hagiwara	koji.hagiwara@nca.aero		M	
Daniel Knesek	dknesek@flygrant.com	email	M	
CODY WEBB	CODY.WEBB@FAA.GOV			
Linda Swiss	swiss.linda@gmail.com			

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities. Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Sign-In Sheet Please Print Legibly

Ted Stevens Anchorage International Airport Master Plan Update Final Committee Meeting - Preferred Alternatives Coast Inn at Lake Hood, May 29th, 2024, 10:00 AM - 12:00 PM



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Name (Please print)	E-mail	How did you hear about us? (E = Email; F = Flyer, A = Advertisement, WM = Word of Mouth, O = Other, Specify)	Gender* (M/F)	Race* (W, AN, N, B, A, P, O)
Tor Anderson	toranderson@us.af.mil		M	W
Jonathan Lindquist				
Murrel Akers				

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Participants (12)



Find a participant

- PP** Pearl-Grace Pantal... (Co-host, me)  
-  Gareth Hanley | RS&H (Host)   
- AM** Alex Moss  
- AI** Amy's iPhone  
- DL** Dan Lansing  
- DF** DAVID FIORE  
- D** DavidBrewer  
- JW** Jenna Wright (AEDC)  
- KN** Kottayam Natarajan  
- M** Marty  
- P** PJ.Cranmer  
- TF** Tom Foote  

Invite

Mute all



10:16 AM
5/29/2024



5

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Ted Stevens Anchorage International Airport
Master Plan Update
Final Public Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 5:30 - 7:30 PM



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ANC

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Pearl-Grae Pantalone	pg.pantalone@gmail.com	email	F	A/P
EMILIANO CIARLETTI	EMILIANO.CIARLETTI@COREAN.COM	EMAIL	M	W
Cristin Jones		ads		
FRANK RAST	FRANKR@SSA.CUMUL.COM	EMAIL	M	W
GARY ROBISON	gary@lithtec.com	EMAIL	M	W
MICHAEL SCHUPPER	mhschoder@gmail.com	EMAIL	M	W
Patty Gleason	patty.gleason@yahoo.com			
Laura Strand	lstrand@qi.net	email	F	W
Sara Haley	sara.haley@alaska.gov	email (airport)	F	W
Theresa Dutcher	tdutcher@downl.com	ads	F	W
JOE HANSEN	HANSEN50JOE@hotmail.com	WM	M	W

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Ted Stevens Anchorage International Airport
Master Plan Update
Final Public Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 5:30 - 7:30 PM



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Madeline Cusper	mrcasper727@gmail.com	WM	F	W
Victoria Lytle	Victoria.Lytle@gmail.com	WM	F	W
Holly Buck	holly.jean.buck@gmail.com	Facebook	F	W
Pat Oien	Pat Oien oien@engin.net		F	W
Aimee Youngblood	AIMEE.YOUNGBLOOD@NE.COM			
Mike Ull	ANC	email		
Mark Hensinger	mark_hensinger@chugachelectric.com	email	M	
Jim Montgomery			M	
MARC LA ROSE	MARC.LAROSE@ALASKAPOWER.ORG	EMAIL	M	W
John Tyler Swiss		wife	M	W
CHUCK KASMAR	chuck@kasmarlaw.com			

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Final Public Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 5:30 - 7:30 PM



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AN

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Mineko Hummel	minekoak907@gmail.com	E	F	
Mark Butler	mbutler@gci.net	A	M	
DANE HIRE	DANE.HIRE@ICLOUD.COM		M	
Colleen Moran	colleen.moran@helvetic.com	F	F	
John TORRES	FTORRES@GMA.IL.COM			

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Master Plan Update
Final Public Meeting - Preferred Alternatives
Coast Inn at Lake Hood, May 29th, 2024, 5:30 - 7:30 PM



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ANC

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Chaplain Schenker	marianpay7@gmail.com	Email	M	W
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John Johnson				
Craig Campbell				
Kelly Summers	Kelly Summers 2016, content	Facebook	F	W
David + Pam Karalunas	Karalunas@gmail.com	Email	one each	W
Tom Middenorf	tmiddenorf@tdow.com	email	one each	W
Alyssa Hodum	Rose52400@gmail.com	am	A	W
Linda Swiss	swiss.linda@gmail.com	email	F	W
Leslie Robbins	Leslie.Robbins@jacobs.com			
Cynthia Winters cynthia.winters@alaska.gov	cynthia.winters@alaska.gov	email - Peg Tieshan what's up?	F	W

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LYN CLARK	kracarso1@gmail.com			
Genevieve Holobik	gholubik@me.com	newspaper, friend, everywhere	F	W
Din Isaacs	isaacs@jain.net			
Shawn Williams	shawn.williams.ak@gmail.com	F.B.	M	W
Charlie Birchwith	cwbierwith12@pm.me	Friends	M	W

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ID	Start time	Full Name	Company	Email Address	How did you hear about GenderThis information	Race This information is	
1	5/29/24 17:01:11	Gregory Berry	ConocoPhillips	Gregory.a.berry@conocophillips.com	Email	Man	White (W)
2	5/29/24 17:26:42	Jim McCormack		jmccormack@gci.net	Email	Man	White (W)
3	5/29/24 17:34:24	Judith Brady		Jmbrady907@gmail.com	Advertisement	Woman	White (W)

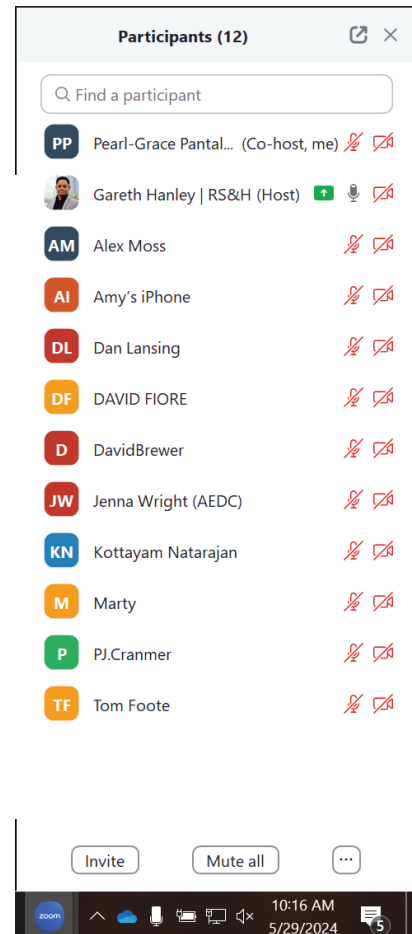
Ted Stevens Anchorage International Airport (ANC) Master Plan Update

Airline Advisory Committee/Stakeholder Working Group Committee Meeting Notes

Wednesday, May 29, 2024 | Coast Inn at Lake Hood, Denali Ballroom

Attendance

1. Gareth Hanley, RS&H
2. Evan Pfahler, RS&H
3. Katherine Wood, HDR
4. Pearl-Grace Pantaleone, HDR
5. Teri Lindseth, ANC
6. Ian Rockmoore, ANC
7. Johnathan Lindquist, FAA
8. Koji Hawgiwawra, Nippon Cargo Airlines
9. TJ Fielding, Pegasus Aviation Service
10. Ryan Yelle, MOA
11. John Isaacs, Turnagain Community Council
12. Cody Webb, FAA
13. Dan Knesek, Grant Aviation
14. John Johnsen, ANC
15. Trudy Wassel, ANC
16. Craig Campbell, ANC
17. Carley Wallace, FAA
18. Lauren Maxwell, KTUU
19. Merle Akers, Private Pilot
20. Cathy Gleason, Resident
21. Linda Swiss, Turnagain Community Council
22. David Brewer, AvAir Pros – virtual
23. PJ Cranmer, Commodity Forwarders – virtual
24. Jenna Wright, AEDC – virtual
25. Amy Fuller-Lyman, Alaska Airlines – virtual
26. Kottayam Natarajan, AvAir Pros – virtual
27. Dan Lansing, Atlas Air – virtual
28. Tom Foote, UPS – virtual
29. David Fiore, FedEx – virtual
30. Alex Moss, ANC – virtual
31. Marty Bettis, Signature Flight Support – virtual



- Airside

- Cathy Gleason: Please emphasize that the area of the 4th runway to the north of the airport boundary is municipal parkland.
- Jon Isaacs: Recalling that this location for West Airpark would be more efficient for cargo tech stops and for snow storage.

- Imaginary surfaces would be protected.
- Area 3 and 4 – are they already leased?
 - A: Those tenant developments have been leased to tenants and are in various stages of development. Those tenants have completed their own NEPA processes.
- Hardstands needed in the middle of the airport and there is a current RFP out for hardstands in the West.
- Nata: Is Area 5 on the graphic the same area where 6A has proposed development shown?
 - A: No, that 6A area is leased, but not yet environmentally entitled.
 - Nata: so that could be primary development or airport depending on the outcome if/when the 6A leaseholder decides to no longer develop that area.

- **Terminal**

- Ryan Yelle (MOA): B Bump Out: the cost estimates seem very high. Why?
 - This is consistent with national and Alaska trends, where we are seeing very high construction costs.
 - Airport is expensive to construct because there are multiple systems, utilities, etc.
 - Passenger screening equipment is funded by TSA.
 - Any infrastructure changes at the terminal also require apron reconstruction, utility, fuel lines, and additional improvements.
- David Brewer – are you including all equipment?
 - Cost doesn't include TSA equipment, because TSA would have to determine what (if any) new equipment they will provide in association with the redeveloped space.
- How many lanes of equipment?
 - There currently 6 lanes; larger security screening space is required to accommodate newer TSA equipment and additional lanes for passenger growth, and this alternative accommodates space for both.
- So right now, we have 6, and with expansion we would have room for 8?
 - The expansion includes reserving space for the newer the infrastructure – but it's TSA's decision to use it and staff it.
 - The cost estimate does not include the TSA equipment.
- A/B Concourse Expansion question: Dan Knesek (Grant Aviation): Have you accounted for what is happening today? A Concourse is having limited use. Gate L2 is needed to accommodate the Saab 2000. Want to make sure the master plan reflects current conditions and doesn't create concepts that push out carriers.
 - A: There is a lot of flexibility in space on how to operate; striping and space accommodates carriers and commuters
 - This is a high-level concept; would be further refined during a design phase if/when the Airport moves that forward.
- Nata – is there a connector between the North and South Terminal?
 - Yes, the concept explores maintaining the existing pre-security connector between the two terminals and would establish a new post-security

connection. There would also be a second bag claim in the new building space as part of this concept.

- Nata – is that space to the south of the new connection big enough for a hotel?
 - Could be. Right now, that space is envisioned to be connected at the apron level for perhaps ground handling equipment. We aren't identifying a specific place for a hotel; it will be up to developers to make a proposal to ANC that meets their land use plan.
- David Brewer – given the forecast and what is proposed, when do you think these are happening? I understand we have triggers and forecast, but do you have a sense when these PALs will hit? A, B, C, North Terminal?
 - Limited data with certainty on when these are happening. They are based on PAL. The demand needs to happen before implementation. It's a phased approach. If the forecast is correct and if the airlines agree to fund the improvements, then:
 - PAL 1 is roughly now to 5 years, which corresponds to the A/B Concourse expansions.
 - PAL 2 is roughly 10 years out, which corresponds to the C Concourse expansion.
 - PAL 3 is 20 years out, which corresponds to the North Terminal expansion.
- Dan Knesek (Grant): Is there a long-term operating cost for a remote parking facility shuttle as proposed? What is that compared to the capital cost?
 - A: We don't have an estimate on what the operations of a shuttle would cost, but that's a good point to note.
- Jon Issacs: Of the 2,000-parking space deficit, what % is for employees vs travelers?
 - About ¼ of that is for employees
- What about the parking spaces for the offsite parking near Spenard Rd and the Javier De La Vega Park?
 - That was not included in the airport analysis, because it's not owned and operated by ANC.
- David Brewer: What is driving the high price of parking stall construction? This seems so excessive.
 - Many factors: construction in Alaska is expensive; focuses on construction market in Alaska:
 - Material cost
 - Escalation to 2027 dollars
 - Labor cost
 - We have added significant contingency due to planning level.
- Jon: The garages seem small; what if we combine them and make them 2,000 spots – will this reduce the costs if it's a single structure?
 - This could happen; however, a larger structure might be beyond the demand in the facility requirements; it doesn't allow you to stagger growth over time.
 - These are suggestions based on existing levels of demand relative to passengers.
 - ANC could raise the cost of parking.

- Would it make more sense to not have a garage on the current ATCT site and instead build it in front of the North Terminal?
 - No, it's a challenge to accommodate garage in front of the North Terminal because it effects the overall roadway network and terminal circulation roads.
- **Support Facilities**
 - Marty Bettis (Signature) – we stand fully behind what is outlined for the GA development space; this is the same pattern we are seeing in the aviation market; get a lot of inquiries as an FBO.
 - Linda Swiss: For Northlink, how much is the airport planning for deicing?
 - This master plan did not include deicing facilities due to it's not seen as a challenge or needs to be addressed. Most airlines handle deicing efficiency and well.
 - David Brewer: Does the Tug Road go through the 13.6-acre site?
 - The tug road can be modified for the site; it would be addressed at the implementation phase, but it can be feasible to bisect site.
 - Koji – agrees – tug road is good because taxiway is complicated.
 - David Brewer: Is the ARFF too close to the fuel farm? If there was a fire at the fuel farm, the fumes might make it impossible to operate the ARFF. If the EOC/Command Center is in the ARFF, that could be an issue; seems the EOC should be closer to terminal or part of the police center.
 - We haven't heard of fuel farm fire fumes to be an issue at other airports.
 - Yes, agree that EOC/Command center wasn't envisioned to be part of the ARFF.
 - Jon: Assuming the road that goes down the middle is the area reserved for a potential fourth runway on the West Side; please include a graphic that shows this road location as proposed.
 - The alignment of the Point Woronzof Road is the same as the RFP, but also refines the current master plan.
 - Holds up a graphic from the Transportation Fair – suggest that something like that is provided to the public.
- **Committee Comments**
 - Will we get a 30-day review of the final document?
 - No official comment period on the Final document since the Master Plan is not a NEPA process.
 - Is there a legal requirement for a public hearing on the master plan?
 - No legal requirements for a public hearing due to it's a plan not a NEPA process.
 - Any project that advances would have to go through the NEPA process and more formal public involvement process, review by FAA and public and official entitlement decision that is still required.
 - Marty – job well done and quality project.
 - Koji – North Terminal, just two gates can accommodate the longest widebody aircraft (i.e., Boeing 777-300 and Boeing 747-8)

- The Master Plan recommends cargo operation in the West Airpark not North Terminal because it conflict with passenger operations.
 - David Brewer – cargo carriers are handling tech stops out of their own facilities, but there isn't a central location?
 - West Airpark would accommodate tech stop traffic and operations in the future.
 - Linda Swiss – does the master plan address snow?
 - Took that same comment from last meeting, and here's how we address that:
 - 1 – moving forward different alternatives for the terminal – a central D Concourse was eliminated from consideration due to challenges of removing snow in the compact area; the recommended terminal concepts provides ANC maintenance for temporary storage
 - 2 – keeping real estate available opens ability to store snow
 - Any development needs to account for clearing snow.
 - Are tenants responsible for snow? Yes, only within their leasehold.
 - There is cooperation between the ANC and leaseholders for snow removal and short-term storage.
 - Ryan Yelle – really good process so far; great job!
 - Nata – for the new gates for the A, B, C Concourse expansions – are they narrow body gates? Are the airlines increasing their aircraft?
 - A Concourse is regional – smaller aircraft.
 - B Concourse accommodates narrowbody get aircraft; however, 4-5 existing gates accommodate Group V aircraft, and that capability would remain
 - C Concourse accommodates narrowbody aircraft
 - New widebody gates don't come online until 3rd PAL in North Terminal; we should be fine with existing gates prior to that timeframe.
- Public Comments
 - Merle Akers– Lake Hood is a part of the airport; this effects the Lake Hood operators.
 - The ARRF being moved to the West Airpark of the airport which is going to affect Lake Hood users. Who will respond to fires there?
 - This is going to the airlines and be decided behind closed doors and not be able to go to the public.
 - Cathy – slide 10 – the 4th runway is not entirely on airport land. It might not be feasible to construct anything here as this is public park land and would require a vote of the citizens of Anchorage for the MOA to trade the land. So why does a 4th runway keep showing up in the Master Plan? Elaborate more on accommodating demand for runway; is there a point at which FAA or the airport just stops accepting traffic growth?
 - Craig Campbell
 - 4th runway is an alternative – while it's still there, it's an option, but it's not a foregone conclusion. If and when that demand occurs, the Master Plan recommends weighing a 4th runway at ANC against also looking at developing runway capacity at another airport location.

- This master plan says this is the most feasible alternative at this location, but it must be looked at against other options such as FAI or another location. In the meantime, the intent is to preserve the space and not build something else in the location that a future 4th runway might be needed.
- Cathy
 - What is the FAA's perspective about when enough is enough? When can you stop expanding an airport?
 - Evan – great point and that is always on the table. During the NEPA, there is always a “no action” alternative. However, the no action also has impacts. NEPA does a fair evaluation of the impacts of the no action vs the proposed action.
 - All impacts will be addressed if and when the Airport comes to that decision point.
- Teri – thanks to the team and public.

ANC MPU Public Meeting #4 Preliminary Alternatives Notes

May 29, 2024 | 5:30 – 7:30 PM

(46 people)

Q/A

1. **What is currently on the proposed parking lot sites in the East Airpark?**
 - a. There are currently Airport tenants on these sites. ANC would work with current tenants about their leases when establishing parking projects within the Master Plan.
2. **Is the Federal Aviation Administration (FAA) warehouse in the East Airpark under consideration to be redeveloped for parking?**
 - a. No, the FAA warehouse is not under consideration for parking.
3. **Cynthia Wentworth: Governor Sheffield's memoir shares his vision for commuter rail and a hotel at ANC because this would reduce the need for parking. I would like to see this included as a Master Plan alternative.**
 - a. Rail: The rail is owned and operated by the Alaska Railroad. The Airport rail station is included in the Master Plan.
 - b. Hotel: There are several locations that would work at the Airport for a hotel, but a developer would have to be interested and provide funding.
4. **Shawn – lifetime resident: There are two things that are important: first, for the short-term, parking is a challenge. The second, flow of employees. Northern Lights Boulevard is a speedway; drivers are constantly running through red lights and going over 55 mph. Please consider encouraging Airport employees to leave through International Airport Road instead of Northern Lights Boulevard. Seriously consider working on it sooner rather than later.**
 - a. Thank you, we will document this in the Master Plan.
5. **The big land use that is in the development, NorthLink. We didn't mention it here. What is that?**
 - a. NorthLink is a private tenant development with an approved lease by the Airport that would accommodate cargo aircraft.
6. **For Planning Activity Level (PAL) 2/3, how many new airlines are you considering?**
 - a. Our forecast looks at passenger demand rather than which airline is serving the demand.
7. **Cathy Gleason: There is no acknowledgement during this presentation about where the fourth runway would be developed. Anchorage Water and Wastewater Utility owns the land at the north end. The Municipality of Anchorage (MOA) has owned Point Woronzof park since 1994. It would take a vote to purchase this land. Suggest not showing non-Airport property on the Master Plan.**
 - a. Thank you for your comment. The entire runway outline was shown to be transparent, and we will clarify the existing land ownership and use it in the final document.
8. **The Master Plan should be looking at impacts to airspace. A fourth runway would be dangerous.**
 - a. The prior Master Plan evaluated the concerns and impacts to airspace and determined that a fourth runway could be accommodated from an airspace perspective; however, it does not give the Airport the green light to continue with these projects. If the Airport decided to proceed with a fourth runway during PAL 3, they would have to conduct

another public process that adheres to the National Environmental Policy Act (NEPA). That NEPA process would likely be an Environmental Impact Study (EIS) that would reevaluate impacts such as airspace.

9. Teri: Evan, please explain the difference between the prior Master Plan and the updated Master Plan regarding the fourth runway.

- a. If there is a need for capacity, a fourth runway is an option. This would go through the proper NEPA process with an option of “no action.” Ultimately, the State, users, and those who participate in the NEPA process would determine the best option for the Airport. The current Master Plan highlights that the additional runway could be at ANC or at another location in the state, like another airport. That would be studied and decided if/when the need arises.

10. Bus routes in Anchorage need to be planned for in regard to the terminal.

- a. Thank you. The Master Plan will document this and will suggest that Anchorage People Mover consider doing a better job of advertising the availability of the service.

11. Also, if you need a hotel, the Airport needs to determine where to put the hotel rather than having the developer pick where it’s located.

- a. If a hotel development were to be proposed, the Airport would work with the developer to find a feasible location that would not interfere with the aeronautical mission of the Airport.

12. Suggest that the Airport picks a spot so developers can be interested.

- a. Thank you.

13. On the Airside – Air Cargo side, there are areas that have no development. Why?

- a. As large as ANC is in area, it is a dense property. There are a few locations where there are no identified areas for development. What is highlighted are improvements that meet the facility requirements and aviation forecast to meet demand. All other areas are on the table for development.

14. A rail station is a legacy, and the hotel is a must.

- a. We will document this in the Master Plan.

15. Cathy Gleason: The property West of NorthLink – Little Campbell Lake Park is located on Airport property. There is a land entitlement agreement (1986) for the Airport/MOA to turn over properties on Airport land. Turnagain Community Council comments on the Anchorage Heritage Land Bank (HLB) say that the land should be transferred, not swapped, but it has never taken place. We should include in this Master Plan Update. Development at/around Little Campbell Lake would cause an uproar.

- a. Thank you.
- b. Clarification: *Since January 1995, the State and the MOA have been in a maintenance agreement wherein the State acknowledges the recreational value of the land surrounding Little Campbell Lake that exists on Airport property and has granted access to the public in exchange for the MOA maintaining the land. Little Campbell Lake is located in an area designated for future Airport development under the current FAA-approved Airport Land Plan. Allowing expansion of recreational trails on property that is currently reserved for future Airport development is not in the best interest of the State.*



ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: Aviation / Anchorage Intl Airport Region: Central

Prepared/Facilitated by: HDR

Meeting Location: Coast Inn at Lake Hood Date: 05/29/24 Time: 10am-12 pm

Project No. (Federal/State): CFAPT00847

Project Name: ANC 2021 Master Plan Update

Purpose (check all that apply):

☐ Public Meeting ☐ EIS ☐ *CAG (Citizen's Advisory Group)
☐ Project Scope ☐ EA ☒ Other: Stakeholder Advisory Group / Airline Advisory Committee

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 24 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 6

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F



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☐ Project Scope ☐ EA ☐ Other: _____

Method of advertisement: Online, Newspaper, Radio, Website, Listserv

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 46 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 23

Was an interpreter required? YES ☒ NO

If yes, for what language(s) N/A

- Describe Title VI issues (potential disparate impact(s)), if any.

None anticipated. Review of potentially affected population demographics did not identify
any Title VI issues.

- If applicable, were Title VI issues addressed in the meeting? How?

N/A

- If applicable, were Title VI issues resolved? If not, please explain.

N/A

- Other Comments:

Meeting schedule in location near public transit; Online public meeting allowed for public to review materials and provide input at any time for two week period, removing any time barriers that the public may have; and project website and online public meeting was design to be ADA compliant, allowing disabled individuals equal access and opportunity.

*Total number of citizens on CAG Board: N/A

***CAG Board Breakdown**

Caucasian		Black		Hispanic		Ak. Native		Am. Indian		Asian/Pacific Is.	
M	F	M	F	M	F	M	F	M	F	M	F

APPENDIX A-7
Comment Log

Comment Number	Date	Comment Recd	Category	Commenter	Organization	Comment	Response Date	Responded By	Response
ANC Master Plan Update COMMENT LOG									
1	5/15/2023	Email to Project Email Address	Communications Sign-up	Michael Hansmeyer	Stantec Consulting Services Inc.	hello, I would like to sign up to receive emails regarding important updates at ANC however my employer does not allow me to visit the website www.ancmpu.com to sign-up. Could I sign up via this email request? Thank you, Michael Hansmeyer PE Civil Engineer, Transportation Direct: (907) 843-9383 Mobile: (907) 830-9383 Fax: (907) 258-4663 michael.hansmeyer@stantec.com Stantec Consulting Services Inc. 725 East Fireweed Lane, Suite 200 Anchorage AK 99503-2245 US	N/A	N/A	Added to mailinglist on May 15, 2023 at 8:5am
2	5/22/2023	Sand Lake Community Council Meeting	Opinion - No Response	Notes	Sand Lake Community Council	Various.	N/A	N/A	Live Q/A.
3	5/31/2023	Phone Call	Suggested Development	Joe Pflizer	N/A	Phone call to Katherine Wood: Planning on attending the public meeting tonight. We need to find ways to use infrastructure like the north terminal and the airfield terminal. Does the airport need a new tower? What about an on-site hotel? We need to do more to get winter tourists here. The airport needs to accommodate freight growth. Would like to see more international airlines like Qantas. Keep Condo and Island Air here.	5/31/2023	Katherine Wood	Live phone call.
4	5/31/2023	Email to Project Email Address	Suggested Development	Matt Sanders	N/A	•BIA needs to get with the times! •We have a noise tracking system (per T-11, TSA decommissioned it about 15 years ago) •BIA future development close to residential areas, schools, and parks •Develop a cargo airport on fire island and build bridges to it from ANC and to the valley •Conduct Part 150 noise study •Expect to absorb profits!!!!	N/A	N/A	Comment: No response needed.
5	5/31/2023	Public Meeting Comment Form	Noise	Anonymous	N/A	When flights take off on the North/South runway over the residential areas near the airport, can they get more altitude faster, so they do not fly over the heads of us? "Noise Abatement" what are the options to help residents or change the hours they take off? It is wee hours or late nights (just when you head for bed) = no sleep quality. Thank you for considering this question.	N/A	N/A	Comment form provided no contact information for direct answer. Will answer in FAQ.
6	5/31/2023	Public Meeting Comment Form	Park Protection	Frank Rast	N/A	With North link traffic on Raspberry Road & Kincaid event traffic would like a round-a-bout planned at Sand Lake Road & Raspberry intersection. Would like Coastal Trail to remain in the current corridor and Port Warronov Park to remain as is. Am opposed to a second N/S runway. Would like to improve Nawads & Air Traffic sequencing to utilize existing runways without adding congestion.	N/A	N/A	Comment: No response needed.
7	5/31/2023	Public Meeting Comment Form	Changing Flight Patterns	Anonymous	N/A	Is AA considering flight path management to minimize conflicts?	N/A	N/A	Comment form provided no contact information for direct answer. Will answer in FAQ.
8	5/31/2023	Public Meeting Comment Form	Park Protection	Bob Butera	N/A	Consider transfer of Little Campbell Lake to Municipality of Anchorage Parks.	N/A	N/A	Comment: No response needed.
9	5/31/2023	Public Meeting Comment Form	Noise	Jeff Lucas	N/A	1. How do you plan to achieve your noise abatement goals? 2. Will the airport initiate another noise study?	10/4/2023	Pearl-Grace Pantalone	Hello Jeff, We just noticed that you filled out a comment form for the ANC Master Plan Update project back from our May Public Meeting. Our apologies for not getting back to you timely. Your questions were: - How do you plan to achieve your noise abatement goals? - Will the airport initiate another noise study? The Ted Stevens Anchorage International Airport Master Plan will forecast airport operations and future growth. Once the master plan is complete, the Airport intends to conduct a Part 150 Noise and Land Use Compatibility Study. This voluntary study will identify significant existing and future noise impacts from aircraft operations within surrounding areas and propose steps to address those impacts. Please reach out for any other questions or concerns. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
10	5/31/2023	Public Meeting Comment Form	Process	Karen Kiewano	N/A	Is the master plan required by federal regulations? If not, Federal Guidelines? If so, please provide the reference to Federal regulations. Is the master plan required by State Statute regulations? If so, please provide reference to State Statute for regulations.	10/4/2023, email bounced	Pearl-Grace Pantalone	Hello Karen, We just noticed that you filled out a comment form for the ANC Master Plan Update project back at our May Public Meeting. Our apologies for not getting back to you timely. Your questions were: Is the master plan required by federal regulations? If not, Federal Guidelines? If so, please provide the reference to Federal regulations. Is the master plan required by State Statute regulations? If so, please provide reference to State Statute for regulations. The ANC master plan has to follow FAA regulations. More information can be found at this link: https://www.faa.gov/airports/resources/advisory_circular/index.cfm?idglo=document%2Fdocuments%2F150_1079-6 Please reach out for any other questions or concerns. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
11	5/31/2023	Public Meeting Comment Form	Air Quality Park Protection Suggested Development	Paul Zemby	N/A	Thank you for this needed effort! The ANC Airport future plans are critical for many reasons: Our location is arguably very strategic as the main settled location (with infrastructure) in the north pacific -- and in the northern hemisphere where most of the world's landmass and population exists. We are located on many global direct routes between markets. When planning the future of ANC please consider: 1. Our local community asset of Kincaid Park and the coastal trail. These areas are a big draw for locals and visitors alike; please don't expand the airport's footprint without exhaustive extensive scrutiny. 2. Our local community with respect to air quality, jet fuel, oil, gas, diesel fuel, etc. BAD stuff. Be at the forefront in making an airport as the role model showcase of being the best airport in the world for environmental good neighborhoods. We desire a lot of airplanes when it doesn't always need to be done. Embrace the latest science in this area. When deciding does so, keep it away from local water. 3. The long term future of technology. Fossil fuels may be phased out. Required human resources on the ground and in the air that are required today, might not be tomorrow. ANC's role may change. 4. Alaska's future economy. Of our main pillars, oil and gas may not be viable... but tourism probably will (and should be)! The passenger terminal interior is currently decent in size and operation. However, the outside functions are a major embarrassment. This is our state's gateway. Our transportation options for visitors are deplorable. We need host/concierge guiding visitors in peak times to where they can get a taxi/dishdash, how PeopleMover busses operate, and where to stand to stay out of the weather and traffic and crowds. It's all chaos now, with awkward pedestrian paths around cars and structures, poor or nonexistent signage, inadequate traffic lanes, and too much priority put on bay coaches who "hog" curbside spots for too long with vehicles that are too large.	N/A	N/A	Comment: No response needed.
12	5/31/2024	Public Meeting	Various	Various	Various	Various Public Meeting #1	5/31/2024	5/31/2024	Live Q/A.
12	6/1/2023	Email to Project Email Address	Air Quality Small	Geoff Bacon	N/A	Dear Advisory Committee, I appreciate Goals & Objectives 3 and 7. My family lives near ANC. As the committee proceeds with its work we want to make sure it has all information to consider all aspects of the problem of developing to updated master plan. Please know, there are times when you can smell jet fuel exhaust similar to what you would smell while boarding a plane outside from the tarmac. While the GBOs contemplate aircraft noise, airport smell does not appear contemplated in the current GBOs. Please ensure this is a factor contemplated in your update. One thought would be to measure air quality or survey residents near ANC to determine the scope and severity of the smell for both air quality safety and possible nuisance. Sincerely, Geoff Bacon	N/A	N/A	Comment: No response needed.
13	6/1/2023	Email to Project Email Address	Cargo Growth	Sybilie Hagan	Resident	To whom it may concern, I am a resident of the Sand Lake Neighborhood. I think with the increasing amount of Cargo air travel through this airport it is really important to make quiet hours over the neighborhood. We understand that it gets windy. Wind happens at all airports around the world. And many large cities institute quiet hours over neighborhoods without issue. I think the amount of noise coming from this airport over neighborhoods at night should really be taken into consideration more than it is. Thank you Sybilie Hagan 5611 John Muir Cr Anchorage, AK 99502 907.609.7429	N/A	N/A	Comment: No response needed.
14	6/1/2023	Email to Project Email Address	Suggested Development	Bz Taylor Forsman	N/A	Rain in support of the airport expansion and new Refrigeration building to be constructed. Thank you.	N/A	N/A	Comment: No response needed.
15	6/1/2023	Email to Project Email Address	Noise	Jeff Lucas	Resident	I attended the meeting on 5-31-2023. At the meeting one of your representatives said that you would send me the noise study completed about a decade ago. If that is possible please send it back to me via email. Jeff Lucas 8533 Curtis Sack St Anchorage AK 99502 Cell 907-570-6316	7/27/2023	Alice Rademacher	Hi Jeff, The 2015 Noise Compatibility Study Update is linked below. 2015 Noise Compatibility Study Update - Ted Stevens Anchorage International Airport (ancairport.com) Please contact us with any additional questions or comments. Thank you, Alice Rademacher ANC MPU Project Team info@ancmpu.com
16	6/1/2023	Email to Project Email Address	Nearby Neighbors Small Air Quality	Geoff Bacon	N/A	Dear Advisory Committee, I appreciate Goals & Objectives 3 and 7. My family lives near ANC. As the committee proceeds with its work we want to make sure it has all information to consider all aspects of the problem of developing its updated master plan. Please know, there are times when you can smell jet fuel exhaust similar to what you would smell while boarding a plane outside from the tarmac. While the GBOs contemplate aircraft noise, airport smell does not appear contemplated in the current GBOs. Please ensure this is a factor contemplated in your update. One thought would be to measure air quality or survey residents near ANC to determine the scope and severity of the smell for both air quality safety and possible nuisance. Sincerely, Geoff Bacon	N/A	N/A	Comment: No response needed.
17	6/1/2023	Issuform	Suggested Development	Li Taylor Forsman	N/A	I am in support of the airport expansion and new Refrigeration building to be constructed. Thank you.	N/A	N/A	Comment: No response needed.
19	6/1/2023	Email to Project Email Address	Process	Jon Isaacs	Turnagain Community Council	At the Joint Advisory Committee meeting on Wednesday, we were told that the preliminary Master Plan Update Goals and Objectives would be available on the project website, in order for us to provide additional comments and suggestions. I do not see them on the website; can you put them up or send them to me as an email so that the Turnagain Community Council Land Use committee can review them and make additional comments? Thank you. Jon Isaacs Turnagain Community Council Stakeholder Group Representative	6/2/2023	Katherine Wood	Hi Jon, If you go to the website (www.ancmpu.com) and click on the Virtual Public Meeting button, then scroll down and on the left you will find the goals & objectives poster like we had at the meeting. Let me know if that doesn't work for you, or if a different format would be easier. Thanks, Katherine Wood D-907.644.2153 M 907.223.4990

20	6/1/2023	Email to Project Email Address	Noise	Sybilie Hogan	Resident	To whom it may concern, I am a resident of the Sand Lake Neighborhood. I think with the increasing amount of Cargo air travel through this airport it is really important to make quiet hours over the neighborhood. We understand that it gets windy. Wind happens at all airports around the world. And many large cities institute quiet hours over neighborhoods without issue. I think the amount of noise coming from this airport over neighborhoods at night should really be taken into consideration more than it is. Thank you Sybilie Hogan 661 L John Muir Cr Anchorage, AK 99502 907-602-1429	N/A	N/A	Comment: No response needed.
21	6/2/2023	Email to Project Email Address	Process	Bryce K. Klug	RM ARCHITECTS	On your website (ancmpu.com) the link to the Virtual Public Meeting is not working. "Can't reach this page" come up.	10/4/2023	Pearl-Grace Pantalone	Hi Bryce! We just noticed that we never responded to your question in June. Our apologies. Our latest public meeting in September closed last week, but we have both meetings archived here: Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (ancmpuonline.com) and the link should work for you. Please contact us with any additional questions or comments. Ted Stevens Anchorage International Airport Master Plan Update Online Meeting The digital space for the ANC Master Plan Online Meetings. ancmpuonline.com. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com
22	6/3/2023	Email to Project Email Address	Suggested Development	Liv Swonger	N/A	Greetings! The one request I would have for a newer airport, which I know whatever your team does is going to be amazing, would be to support the arts and local cinematic artists by doing something similar too what Portland does, in the form of a mini movie theater. I recently had a 9 hour layover which was made easier by watching the 1.5 hours of short films they were playing. It also allowed me know Oregon, its people and culture, plus bits of history better. I absolutely loved this idea and feel like newcomers into Alaska and international travelers would be able to see the beauty of Alaska. Attached is me and the pictures of the movie theater in Portland a couple weeks ago! Any questions please let me know. I also have connections to cinematic artists as well. Liv Swonger	N/A	N/A	Comment: No response needed.
23	6/4/2023	Joifrom	Suggested Development	Geoffrey Kaengen	N/A	ANC will never be a world class airport as long as there is no rail connection to the city...and the worst part is, there is a train station that leads straight to Downtown. ANC needs to work with the Municipality to start up a rail line from the Airport, Seward, Downtown, to Muir. Su with trains at least two to three times an hour. It's shameful that ANC only caters to summer tourists and motorists. Please make efforts to be a developed airport like the rest of the modern world.	N/A	N/A	Comment: No response needed.
24	6/12/2023	Email to Project Email Address	Process	James Ho	SITA	On behalf of SITA and our team assigned to support Ted Stevens ANC development needs, please reach as follows: James Ho Regional Director / Head Northwest Sales Company Cell - 206-3513819 Email - James.ho@sita.aero Seattle WA On any MSI (Master Systems Integrator) and/or Airport Systems Integrator framework level area requirements (Common User, check in, self service, bag drop, and to end biometrics for both passenger and/or employees, back end Airport RMS (resource right system and operational database), EVDS - electronic visual information display platform up to and including PA (public address) system in form of SITA IDS (integrated display solutions) Ted Stevens ANC might need. SITA is one of the few Total Airport IT solutions who can execute and integrate at the MSI level if ANC requires a system refresh at that level. If you need Digital Twin and/or total carbon tracking programs etc, please let me know as well, thanks. SITA at Airports, SITA for Borders (control), SITA for Aircraft (up to and including ATC tower solutions) and SITA Data Exchange and Communications come under my overall responsibility in support of ANC. Thanks, looking forward.	N/A	N/A	Comment: No Response Necessary
25	6/20/2023	Email to Project Email Address	Process	Shelly Schwenn	N/A	Morning, Is there a way to website to view the proposed updates to the master plan? Thank you, Shelly Schwenn	6/23/2023	Alice Rademacher	Hi Shelly, A draft master plan is not available for comment yet. Although, the materials shared at the May 31, 2023 Public Meeting are available on the Public Outreach page of the project website (https://ancmpu.com/getinvolved.html). I added you to our project email distribution list so that you'll be made aware of upcoming milestones. You may unsubscribe from this list at any time. Please let us know if you have any questions or comments. Thank you, Alice Rademacher ANC MPU Project Team info@ancmpu.com
26	6/21/2023		Process	Alex Proskak	AWWU	Thank you for the opportunity to comment on the TSAUA Master Plan Update. AWWU will wait to comment further until additional information is available for projects associated with the Master Plan. AWWU's only comment at this time is that we request the TSAUA boundary be shown in the graphics. This will help distinguish airport property from adjacent properties. Thank you.	N/A	N/A	Comment: No Response Necessary
27	9/10/2023	Phone Call to Project Initiate	Cargo Growth Nearby Neighbors Noise	"Roger"	N/A	Hey, this is... Megan, I live pretty close to the airport and have had a huge increase in cargo planes flying over my house way the increase of goods being brought online due to covid and AI purchased becoming busier. So, I guess my question is, and what would like to possibly discuss with someone, I guess, is just how the airport plans to monitor the noise (I understand that has to do with communication nearby). I mean it's a south, main daylight, four planes just took off and 10 minutes of each other. All the big, heavy with card on them, and so, it's just WB there be updates to housing structures? Or is it that like a one and done for the FAA money that went out for that? Guess I just have a bunch of questions, so, just curious if that's being with you into at all with the master plan update and wanting to make this airport, you know, a revenue source of revenue for the city, and financially green, and whatever. So, yeah. Those are my questions. My phone number is (907) 602-2420. I would love to talk to someone. Thanks, Bye.	10/5/2023	Katherine Wood	Left voicemail. It is Katherine Wood, working on the ANC MPU and we received a phone call from Hogan on 9/10 from the number and trying to reconnect about noise. Give us a call back. Thanks, bye.
28	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Do we have any idea how long the master plan will take and how does it affect the Lake Hood Master Plan?	9/14/2023	Evan Pfahler	The current ANC Master Plan will take 18-24 months to complete. We expect that a Lake Hood Master Plan will be <u>undated upon</u> <u>available in the next 2 or 3 years</u> .
29	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	How do the ANC and Lake Hood Master Plans work together?	9/14/2023	Evan Pfahler	Both facilities serve very different types of air travel. The FAA Airport Traffic Control Tower controls the airspace for both airports and will continue to do so. However, from a facility planning perspective, they're <u>separate</u> .
30	9/14/2023	Public Meeting Q/A	Parking	N/A	N/A	How accurate is comparing vehicle parking between Anchorage and other airports of similar size?	9/14/2023	Evan Pfahler	Additional parking will be required in Anchorage and while some airports of similar sizes might not necessarily require the same amount, we believe that additional parking capacity will help ANC.
31	9/14/2023	Public Meeting Q/A	Cargo Growth	N/A	N/A	Does ANC actually prioritize and value GA development when air cargo activity is a greater revenue stream?	9/14/2023	Evan Pfahler	ANC is a public-use airport and therefore cannot restrict use of the facility to one type of user or another. It's open to all aircraft operators that want to use the facility. People that use ANC for GA mostly fly pretty large aircraft that work well with the infrastructure that exists at ANC and they would benefit from upgrades at the airport. It's not prioritized, but the GA demand exists at ANC, and the existing runways and infrastructure <u>will</u> <u>benefit</u> .
32	9/14/2023	Public Meeting Q/A	Contaminations	N/A	N/A	Re: PFAS at the airfield, how you looked at that with the facility requirements or is that one of the alternatives? How does that affect the airport?	9/14/2023	Evan Pfahler	Good news, FAA issued a cert alert just this week that allow a non-PFAS foam to be used by airport firefighters. FAA has not issued guidance or funding on it yet. As for PFAS, we know it exists in soil at the airport and it's a consideration we're taking in alternative planning. As funding is available and rules are clarified, the airport will meet new regulations and guidance to address the problem.
33	9/14/2023	Public Meeting Q/A	Parking	N/A	N/A	How does passenger count drive the parking need?	9/14/2023	Evan Pfahler	Anchorage has a high proportion of tourists that come through, and that's partially why our parking requirements are lower than other airports of similar size (rental car, tour bus, etc.). We don't have all the necessary data yet for our analysis, but it's a component of why our parking is less than others.
34	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	What is happening with the moving ATC tower?	9/14/2023	Evan Pfahler	The ATC tower at ANC but it's not owned by the airport. It's owned by the FAA, operated by the FAA, and the FAA has made the decision to relocate the tower. They are doing environmental and engineering studies <u>related to the movement of the tower</u> .
35	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	In the East Airport there is a railroad spur on top of a berm, are there any plans to remove those?	9/14/2023	Evan Pfahler	No.
36	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	That beautiful train terminal is drastically underused. Is there any way to use that for tourists to get them from the airport?	9/14/2023	Evan Pfahler	That's a question for ARBC, and not something that the airport can control, as ARMC owns and operates the train terminal. We can discuss that feedback. It's primarily used to take tourists to Whittier and Seward.
37	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Is this considered a master plan update or a new master plan?	9/14/2023	Evan Pfahler	Other term works. The airport has a master plan, and we update it regularly, so the same steps are required for either.
38	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Many of us are not familiar with the last master plan update; what was implemented with the last one? Or what forecasts came true?	9/14/2023	Evan Pfahler	We do consider the recommendations made in the previous master plan. Since that time the airport had grown up until COVID, which changed the dynamic of the airports. The airport is currently bouncing back. This year is expected to be a record. Planned activity levels from the previous update are being considered for this update. Additional changes include updates to the airfield to comply with the FAA standards. The airport has implemented the FAA requirements over the last decade, exactly as recommended.
39	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Are comments being taken on record? Or do we need to write them down ourselves.	9/14/2023	Katherine Wood	We are taking notes. If you want your words verbatim or for any other reason, you can always write down <u>comment as well</u> . <u>Each question and comment has the same weight</u> .
40	9/14/2023	Public Meeting Q/A	Cargo Growth	N/A	N/A	Is it within the scope of the master plan to help cargo growth with incentives?	9/14/2023	Evan Pfahler	Generally, no. We look at rules in place and try to understand possible growth and plan around big economic trends <u>globally, nationally, and locally</u> . <u>We go as shipping incentives</u> .
41	9/14/2023	Public Meeting Q/A	Process	N/A	N/A	Where is the dividing line between Lake Hood and the MPU and?	9/14/2023	Evan Pfahler	(Directed to map). The dashed yellow line indicates the ANC boundary. At Lake Hood, 39 new aircraft parking spots are being developed to accommodate those that were closed to make room for the relocated ATC <u>tower</u> .
42	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	Is there any indication that the East Airport will be treated any differently in this master plan in relation to the last master plan?	9/14/2023	Evan Pfahler	It's an important part of airport operations. The Master Plan is looking at how best to make use of the real estate in that area. Airport staff are also evaluating how to make things "flat" in the East Airport. Between leasing and the Airport Director, they are working on updating how the Airport does leasing and it is in development right now to increase consistency in leasing practices so that tenants can plan accordingly.
43	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	In terms of people/airlines in the interior of the airport, how much is that addressed? I find it a disservice to airport users that there is a private lounge built in a public place that the public can't use. We can no longer access the public art that is now enclosed in the Delta Lounge.	9/14/2023	Evan Pfahler	You have the right to enter that facility if you express your interest in viewing the art in that area. The Airport is starting process to move that art out of that space and make that more available to the public. The art may be moving to the connector to the rental car facility. As the airport operator, if a tenant expresses interest in leasing space in the terminal and it is available, the Airport is required to lease it to them.
44	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	I am interested in how the North Terminal will be presented in the Master Plan.	9/14/2023	Evan Pfahler	Yes, we will be focusing on that in the Alternatives.
45	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	As a passenger with a pet, are you going to add any relief in the airport?	9/14/2023	Crstin Jones	There is one in the B Concourse. It's called a SAA, or Service Animal Relief Area.
46	9/14/2023	Public Meeting Q/A	Suggested Development	N/A	N/A	Has there been any effort in trying to align the master plan updates between ANC and Lake Hood?	9/14/2023	Craig Campbell	The FAA encouraged separating them since the facilities cater to different kinds of users, but the plan is to align them so the Lake Hood Master Plan is completed a few years after the ANC Master Plan. This allows for each Master Plan to focus on the needs of the specific facility as each facility is <u>initiated</u> .
47	9/14/2023	Public Meeting Q/A	Park Protection	N/A	N/A	In the last master plan updates, there was supposed to be a bike path on the edge of the airport boundary. What happened to that?	9/14/2023	Evan Pfahler	That recommendation was part of the Lake Hood Master Plan. It's still in the capital plan to be implemented, but it hasn't been implemented yet.
48	9/14/2023	Public Meeting Comment Form	Cargo Growth	Anonymous	N/A	Move cargo airport across inlet!	N/A	N/A	Comment: No Response Needed.
49	9/21/2023	Joifrom	Parking	Gabrielle Jordan	Delta	In spring 2023, the employee parking rate for airline employees who commute out of ANC to work at another airport was revised. Delta Air Lines alone has over 35 pilots who live in the Anchorage area but don't work at Ted Stevens. There are countless more pilots and flight attendants from United, American, and Delta who spend up to 18 days away from home each month. The \$15/day parking fee adds up quickly and other times it's more expensive to use Uber/Lyft than round trip. Generally, airports offer monthly employee rates to commuters because they realize that while those employees don't work at that specific airport, they bring significant value to the community and economy in which they live. The major airlines are hiring pilots who live in Alaska at a rapid rate. That's no surprise, as Alaska's aviation industry is projected to be the fastest growing in the country. Many of these commuters feel themselves in a transition zone, trying to decide whether the commute to ANC relieves value in their families and personal lives. Spending over \$300/month on parking may not be the driving factor, but it can be a deciding factor when those commuters arrive a move out of Alaska. Please consider re-implementing a reduced monthly parking rate for commuting employees. I understand there is a parking shortage at the airport but the frustration and lack of flexibility of the current situation has a ripple effect throughout our workforce. Thanks for your time, Gabrielle Jordan Delta Air Lines	10/4/2023	Pearl-Grace Pantalone	Thank you for your comment, Gabrielle. We hear your struggle with parking. Parking for both employees and passengers does not adequately serve the needs of the Airport. In comparison to similar airports, Anchorage is below peers in annual passenger counts to parking ratios. About 44% of vehicle parking is located off airport. Preliminary results show that additional parking is needed in the near future. As a part of the master plan, the team will conduct a parking study to determine a right-sized solution for the parking challenge. Please stay engaged with the process, we hope to share ideas about parking and other solutions at our next public meeting. We've added you to the mailing list so you can get an update when that is announced. Thank you, Pearl-Grace Pantalone ANC MPU Project Team info@ancmpu.com

50	9/21/2023	Email to Project Email Address	Suggested Development	Al Sachs	N/A	The mix of aircraft operating out of ANC is a unique and engaging feature of our home airport. I hope that ANC finds it possible to preserve this as development and growth continue. It would be lovely to see the aircraft mix featured more prominently in our passenger terminal. The dining and retail space in SGA's main terminal with its glass curtain wall overlooking the runways is a focal point and popular gathering place in that airport. I always go there when I have time to spend between flights. A similar space that allows passengers to view the aircraft operating in and out of ANC (and Lake Hood) if possible would be a wonderful addition to the terminal amenities. Telescopes would be great too, along with some graphic displays showcasing the various aircraft and company missions to help people interpret what they see. These graphic displays could be an opportunity for ANC to generate some income from "advertising" by having companies sponsor the display showcasing their aircraft and operations. Thank you for holding an organized and informative public meeting about the ANC master plan update. I hope to be able to attend the next one.	N/A	N/A	Comment: No Response Needed.
51	9/22/2023	Email to Project Email Address	Parking	Michelle Dietz	Delta	Hi I am a Delta Air Lines Captain that lives in Alaska and commutes to Seattle for work. There is no parking for us. The Port Authority won't allow us to obtain a SGA badge, which is what gains entry to the employee parking lot. We have had no employee parking since March 31, 2023. We were told it was going away until October due to construction and now the Port Authority won't let us back into the North lot. We were paying \$65 a month. Please grant us our employee parking again, either through the SGA badge route that Alaska Airlines uses, or through the North lot monthly fee. Feel free to contact me at 907-351-2419 if you want more information.	10/4/2023	Pearl-Grace Portaleone	Thank you for your comment, Michelle. We hear your struggle with parking. Parking for both employees and passengers does not adequately serve the needs of the Airport. In comparison to similar airports, Anchorage is below peers in annual passenger counts to parking ratios. About 44% of vehicle parking is located off airport. Preliminary results show that additional parking is needed in the near future. As a part of the master plan, the team will conduct a parking study to determine a right sized solution for the parking challenge. Please stay engaged with the process, we hope to share ideas about parking and other solutions at our next public meeting. We've added you to the mailing list so you can get an update when that is announced. Thank you, Pearl-Grace Portaleone ANC MPU Project Team info@ancmpu.com
52	9/27/2023	Phone Call	Noise	Scott Lazarus	Moose Medical Solutions	Yes, this is Scott Lazarus, and my phone number is (907) 430-7452. And just wondering, how late are the trucks going to be continuing to run to the airport? For construction. They've been running through 11:30 every night for the last couple of nights. I don't know if this is a new change, and that's going to continue, but they're using their lake breaks, down regularly, and/or, at least, so, yeah, just wondering to, hopefully, that's not going to continue, but just would like to know. Thanks, Dave.	9/28/2023	Pearl-Grace Portaleone	Thank you for your comment. I appears that the construction is related to the NorthLink project currently underway. You can reach out to their project staff for construction activity times at NorthLink Aviation.com or 907-881-4350. Thank you.
53	9/30/2023	Email to Project Email Address	Process	PI Cranmer	Commodity Forwarders	Do you know when the next meeting is so I can plan ahead?	10/4/2023	Pearl-Grace Portaleone	Good morning! Thank you for reaching out to us! Our team is currently working on developing alternatives and are shooting for a mid-December or mid-January meeting. As soon as we land on the date, we will send out a save the date to our committee members. We will be in touch soon!
54	10/29/2023	Email to Project Email Address	Parking Suggested Development	Lu Forsman	Resident	hello, I attended the public meeting at Coast Inn and thought I would add my 2 cents. Main issues I got out of it were parking, new tower, expansion of gates. Yes, parking is a real mess and need for more. I would consider another multi (3) story parking garage in the flat open lot behind the current garage. A longer walk so a slight decrease in price, plus a slight increase in the front lot. The other option would be a garage outside the north terminal. After the meeting we drove over to where the new tower was to go, which now has been emptied out. Great location with more visibility. BUT I would not remove the other tower right away. Think of that as a tourist star for a small fee to get a great view of the airport and Lake Hood. Tour companies could get a very reduced rate to let tourists visit as part of their itinerary. History of Lake Hood. Plus another "big one" might need the two towers. Expand to the south and around to the point where it won't interfere with existing airport companies. I remember one man concerned about his business. Expand the original North terminal (I've arrived there many years ago). Expand the open lot between that location and the FedEx as a flat large plane parking. Those large planes now being used at the North terminal. Currently I don't see the airport gate expansion being needed yet, rarely are all gates filled with planes even in the height of summer travel, but eventually it will hopefully happen. Parking and new tower should top the list. Finally, work with the Alaska Railroad on better use of the beautiful train depot from the downtown airport Grindwood-Seward and return same manner. It should be one of their stops during summer months. It would pick up more people living south who could get off (such as south of Grindwood) and wait for a pickup ride to southern locations. People in the future would not have to drive as far, chopping up the two lane road of Turnagain arm. How much difference in time would it take for a small detour to the airport.	N/A	N/A	Comment: No Response Necessary.
55	11/10/2023	Phone Call	Noise	Sybil Hogan	Resident	807-602-7429 Sybil Hogan Concerned about noise. Lives near Raspberry and Sand Lake. Understands that on windy days the traffic needs to depart to the south, but I am concerned with the times that it continues to happen even without the wind. Also NorthLink expansion project with the tree cutting has increased noise and she is now hearing more East-west runway noise and experiencing ground vibration in her home. Questions: is there a plan to put in long term noise monitors? What's going to be done about noise and updating housing structures? My home didn't meet the year cutoff in 2015. "Do they care? And what are they going to do about it?"	11/10/2023	Katherine Wood	I talked her through the aviation forecast work that is being done with the master plan, and the intent to do a Part 150 Noise study following the master plan using that forecast. Said the timing was likely 1-2 years out. She asked how else she could be engaged in developing solutions, and I encouraged her to connect with her local community council, and also to watch for the Part 150 process, as there may be some opportunities there for her. Call ended well.
56	11/28/2023	Email to Project Email Address	Process	Andrew		Hi, "info@ancmpu.com" sent an email to you a few days ago but did not receive any reply from you. Would you like to receive my costs and estimates for website design? Thanks, Andrew	N/A	N/A	No response necessary
57	1/22/2024	Email to Project Email Address	Communications Sign-up	Kelly Yanchuk	CRW	hello, I was wondering if the online open house will be recorded if we are unable to attend during the live time? Thanks, Kelly	1/23/2024	Pearl-Grace Portaleone	Hi Kelly, Thanks for reaching out to us! If you cannot make the live in-person meeting on February 6th you can visit the online open house. The live meeting will not be recorded. The online open house will be live on the website from February 6th to the 20th. We archive all online open houses and you can view them on our website at any point into me after it closes. Here is the link where you can see the May and September archived meet-ups: Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (ancmpuonline.com) Let me know if you have any other questions or concerns. Thank you! Pearl-Grace Portaleone ANC MPU Project Team Member
58	2/6/2024	JoForm	Runway Capacity	Tina Toman	Resident	Brian refused to see that 1) putting in another runway is not being contemplated now, and 2) if necessary another location would also be considered. It occurs to me that should international relations deteriorate, having so much critical infrastructure for our state in only a few locations around Anchorage could leave us quite vulnerable. I have always thought that expanding the airport is a better idea than for cargo would be smart. Additionally, it always saddens me when I see tourists walking between the airport and downtown, pulling their bags. They may have been deceived into thinking that a train station at the airport would connect them easily to downtown (as it would from almost any other airport in the world), or knowing that the walk is only a few miles, that it could be pleasant. Working with the city and state to create non-motorized access for airport passengers and locals is overdue, including secure bicycle parking, bicycle vendors, and hospitable routes that connect the airport with the city.	3/13/2024	Gareth Hanley	Hi Tina, Thank you for reaching out and sharing your comments. The preliminary plan for increasing airfield runway capacity is similar to the previous Master Plan - a demand phased approach - where a new runway would only be built at ANC if there was a demonstrated need and if other options were exhausted, which includes consideration of a new runway at another airport within the state. The Master Plan alternatives will also consider ways to implement infrastructure improvements for alternative transportation modes. It will also document existing public transit options available for people to access the Airport. Regards, Gareth ANC MPU Project Team Member
59	2/6/2024	JoForm	Suggested Development	Lu Forsman	Resident	Regarding the new TOWER location which gives more visual of the airfield. I do however, hope the old tower is not removed. I think it would be a great tourist sight with a wonderful view of Lake Hood and the surrounding mountain range. I think buildings should be repurposed whenever possible.	3/13/2024	Gareth Hanley	Hi Lu, Thank you for sharing your comments. The plan is for the existing Airport Traffic Control Tower to be demolished once the new Tower is constructed and operational. While I agree that the existing Tower would make a great observation deck, there are higher and better uses for that site to accommodate the forecast demand. The Master Plan is exploring options to construct more vehicle parking on the site of the old Tower to accommodate the existing and future need for vehicle parking. Regards, Gareth Hanley ANC MPU Project Team Member
60	2/6/2024	Email to Project Email Address	Communications Sign-up	Lu Forsman	Resident	For those of us who may not be able to attend.	2/21/2024	Pearl-Grace Portaleone	hello, Thank you for reaching out to us. All our public meeting materials are available online including presentation, posters, and other materials presented at the live event. The online open house is open for two weeks after the meeting, and archived on our website. Here is a link to the latest meeting: https://ancmpuonline.com/February2024_OOH/ Thank you, Pearl-Grace Portaleone ANC MPU Project Team Member
61	2/6/2024	Public Meeting	Various	Various	Various	Various at Public Meeting #3	2/6/2024	2/6/2024	Live Q/A.
62	2/7/2024	Email to Project Email Address	Suggested Development	Lu Forsman	Resident	Bliss the idea of a Hotel at the airport in the current tower area, but I still think the old tower should be in the plan as a viewing tower. A small fee, could still be charged.	3/13/2024	Gareth Hanley	Hi Again Lu, Thank you for sharing. Converting the Tower to an observation deck would be a nice tourist attraction. However, demolishing the Tower and converting the land area into a hotel or additional vehicle parking would provide a greater benefit to the airport users. The FAA requires the Airport to use all of its land strategically to serve the needs of its users in the most effective way possible. So at this time, converting the land area into a hotel, parking, or another facility that serves travelers and/or airport employees is identified as a higher need. Regards, Gareth Hanley ANC MPU Project Team Member
63	2/7/2024	JoForm	Suggested Development	Chelsea Ward-Walker	Resident	Please consider improving biking, walking, and transit options to access TSA before increasing vehicle parking and adding new roads for vehicles. Examples include secure, indoor bike parking, improved pedestrian facilities, and working with Anchorage Public Transportation Department to increase the number of routes that have a stop at the airport (this is already part of the short-range Transit on the Move plan). All of these options are a fraction of the cost of building new parking and roads. Thanks!	3/13/2024	Gareth Hanley	Hi Chelsea, Thank you for reaching out. Those suggestions will be included as considerations in the Master Plan alternatives process to increase access options for people traveling to/from the Airport. Regards, Gareth ANC MPU Project Team Member
64	2/7/2024	Email to Project Email Address	Communications Sign-up	Daniel R McKenna-Foster	Resident	hello, There seem to be some functionality issues with the website: https://ancmpuonline.com/ The draft concept images do not expand something is loading but I can't click what: These links seem to jump to the top of the page These links do not seem to work: Thank you, Daniel	2/21/2024	Pearl-Grace Portaleone	Hi Daniel, Thank you for reaching out to us and providing examples of challenges you encountered with our online public meeting. The online open house is now archived and should work for you here: https://ancmpuonline.com/February2024_OOH/. Thank you and have a great day. Pearl-Grace Portaleone ANC MPU Project Team Member
65	2/13/2024	Email to Project Email Address	Suggested Development	Steve Larsen	FAI	hello, not sure who to send to. My father begged this polar bear legally in Alaska in 1968. I thought maybe you folks or friends could purchase. He stands 8 foot 6 inches on the base. Asking \$5k. He is a very nice mount. Contact me here or message me 208 660 8552 Thank you, steve larsen	2/13/2024	Zak Mitchell	Steven Larsen <slarsenid@gmail.com>; DOT FAI <DOT.FAI@alaska.gov>; Good afternoon, Thank you for reaching out with your inquiry. This is an incredible piece your family has acquired. The airport does not accept solicitations of this nature and is not interested in making a purchase of this kind. We do wish you luck. Zak Mitchell Communications Manager Fairbanks International Airport 6450 Airport Way, Suite 1, Fairbanks, AK 99709 1-807-474-2586 1-807-474-2512

66	2/18/2024	JoForm	Parking	Melissa Babbs		Thank you for the opportunity to comment on the Airport Master Plan Update. I do not have any comments about the expansion of the terminal. The layouts seem reasonable based on my extremely limited knowledge of aviation planning. What did surprise me was the assumption that all future landside traffic will arrive by car. The implications of this for International Airport Rd and West Northern Lights Blvd (NHL) are significant. NHL is already a popular "bypass" to the airport for locals, even though it is not designed for high traffic volumes. An increase in car traffic at the volumes predicted in the plan could very easily have a long term detrimental impact on NHL and the Turnagain neighborhood. Additionally, the increase in private vehicle traffic will directly conflict with landside cargo/package delivery traffic to and from the airport, both on International Airport Rd and NHL. Was there any coordination with the MDA or ARMC to explore public transit options for travelers? There is a gorgeous train station at the airport, yet there is absolutely no mention of it in the plan update. If travelers were offered the opportunity to park in secure train station locations elsewhere (in the Valley, Gridwood, or in Anchorage) and board the train to the airport, wouldn't that alleviate some of the expected congestion on International Airport Rd? Express buses serving the airport from satellite parking locations would accomplish the same. Please also consider the recent interest in active transportation and if providing facilities for bikes and e-bikes both in transit corridors (bike lanes) and at destinations. MDA code was recently updated to require secure bike parking as a part of any new development. I don't think MDA bike parking code applies to airstrips, or even to state facilities, but it reflects a change in travel behavior that probably shouldn't be ignored. I cannot imagine riding my bike to the airport to catch a flight, but I do know people who would prefer that option over having to drive and park. Please include some information in your plan update about public transit, and possibly active transportation routes/parking options, even if it is just the reasoning behind eliminating those items from future development scenarios. Thank you, Melissa Babbs	3/13/2024	Pearl-Grace Partalane	Hi Melissa - Thank you for sharing your comments. The Alaska Rail Road Corporation (ARRC) owns and operates the both the rail lines in Alaska and the train station at the Airport. The Master Plan can document the desire to evaluate alternative access modes to TSAIA to help relieve road congestion and reduce demand for car parking. The Master Plan team has coordinated with the MDA throughout the Master Plan process. Staff members from the MDA Planning Department are on the ANC MPU Stakeholder Working Group and participate in these meetings. Thank you for sharing the trends for changes in travel behavior. The Master Plan alternatives will document ways to implement infrastructure improvements for alternative transportation modes. Lastly, the Master Plan will document existing public transit options available for people to access the Airport. Regards, Gareth ANC MPU Project Team Member
67	4/27/2024	Email to Project Email Address	Nearby Neighbors	Jill Reese	Resident	Thank you for receiving comments on the ANC Master Plan update. I live in Spentard on Lois Drive and have been there since 2015. For at least the last year, most nights, I have been feeling vibrations every few minutes continually, dark enough to interrupt my sleep repeatedly. It's not noise. It's vibrations. I understand this is due to the large size of the cargo jets and the use of their flaps. I inquired at the airport and was told the planes were being rerouted over Spentard frequently due to weather and wind conditions. This is unbearable. I stay reclused at the time due to not getting enough sleep. I can't imagine this is going to get any better as the airport seems to enlarge its capacity even further beyond what it is now. If the airport just continues to build, build, build, it will further negatively affect the quality of life in Anchorage neighborhoods even more than it has already and push away people that would like to live here. The cargo functions are inappropriate and outdated for Anchorage. If the daily lives of the residents in the neighborhoods surrounding the airport are of concern (or last) consideration, then I think we must ask ourselves, "who are we serving?" The end-use of the jobs are important, but if you turn the neighborhood's quiet enjoyment, what are they worth? I suggest that the number one reason for the government to exist is to support the safety and quality of life for its residents and create an atmosphere in which people want to invest their lives and grow their families. If that is not first on the radar, then I must ask, "who are you serving?" Right now, it seems like that answer is large corporations that simply use us as a pump and dump and don't even ship to Alaska. Sincerely, Jill Reese 907-575-9618 2980 Lois Drive, Anchorage, AK 99517	5/1/2024	Pearl-Grace Partalane	Hi Jill, Thank you for your comment on the cargo operations within the airport. We understand that the activity is challenging for you. As part of the Airport Master Plan, an aviation forecast was completed and approved by FAA this past fall which showed a growth in cargo tonnes of 2.8% per year over a 20-year planning period. However, the Master Plan process does not include a detailed evaluation of noise impacts. Once the Master Plan is complete, the Airport will complete a voluntary Part 150 Noise study using the above mentioned forecast to better understand noise impacts and to determine if additional mitigation might be needed to meet federal requirements. The start of the Part 150 Noise study is anticipated to be 1-2 years out. If you are interested in being engaged to developing solutions, we encourage you to connect with your local community council, which from the address provided would be Spentard Community Council. When the Part 150 process comes, there will be opportunity for you to again share your feedback on airport noise and vibration. Thank you, Pearl-Grace Partalane ANC MPU Project Team
68	5/15/2024	Email to Project Email Address	Nearby Neighbors	Jill Reese	Resident	Hello, Pearl-Grace. Thanks for your response. I commend the department for doing the noise study voluntarily. However, I want to add to the public comments that the effects of vibration should be studied separately and in addition to noise. Vibration has different causes and, as understood, can be related to the increase in the size of cargo planes and the use of flaps. Vibrations can be transmitted through the air and felt on the ground, especially during takeoff and landing, when large cargo planes fly at lower altitudes. The negative impact of these vibrations on communities can be significant. An online search provided information on impacts which are already evident in our communities: Vibrations from low-flying or large aircraft can cause perceptible shaking of buildings, which may lead to structural damage over time. (This is particularly concerning in an area known for subsidence.) The sensation of vibration can disturb the residents, causing discomfort and annoyance. It can also lead to concerns about the structural integrity of their homes and the potential for property damage. Vibrations can interfere with activities that require focus, like reading, studying, working, or using certain types of equipment. Again, thank you for the opportunity to comment. I already receive the Spentard Community Council's emails and information and appreciate their efforts and advocacy for the residents. Sincerely, Jill Reese	5/24/2024	Pearl-Grace Partalane	Hello again, Jill, Thank you for sharing your research with us. We appreciate your passion and understand how the airport activities affect you. There are no Federal Aviation Administration regulations pertaining to aircraft generated vibration effects to structures or interference with activities. However, the Airport will take your comment into consideration. All comments received during the Master Plan process will be included in the final document so this will include documentation of your concern and your desire that the Airport conduct a vibration study. Thank you, Pearl-Grace Partalane ANC MPU Project Team
69	5/31/2024	Email to Project Email Address	N/A	Christi Faust		Hi, I recently read about Cathy Gleason's recent comments on the airport master plan, during this week's public event -- specifically, the location of a possible fourth runway. Can you clarify whether the plan specifies a proposed location for a fourth runway? When I look at the slide on runway options, it seems very general and doesn't show anything like the specific map diagrams in other parts of the plan. Could you direct me to where in the plan describes that? Or was the drawing simply meant to convey the idea of a fourth runway, without specifying a location? Thank you, Christi Faust	6/21/2024	Evan Pfahler	Hello Christi, Thank you for your comment. The Airport is not pursuing a new runway at this time. The purpose of a Master Plan Update is to prepare the airport to safely and efficiently accommodate future growth. The Airport is operating safely and efficiently today and is anticipated to continue operating safely and efficiently for years to come. For more information on the preferred alternative, please visit our online open house at Ted Stevens Anchorage International Airport Master Plan Update Online Meeting (https://www.anchoragemasterplanupdate.com). If you advance through to the section titled Preferred Alternatives Overview, you will see an area reserved for potential location of a fourth runway. This is shown as a lined red area within the legend called "Area Preserved for Future Development." This is intended to preserve the Airport's flexibility to consider a runway in this location in the future. It allows the Airport to preserve the land within its property boundary for a new runway if it is needed in the future. The "Area Preserved for Future Development" correlates to the location of a conceptual new runway at Ted Stevens Anchorage International Airport that was initially presented as part of the 2014 Airport Master Plan. It is depicted on page 6 of the Airport Layout Plan that is saved on the Airport's website. While the preferred alternative identifies a potential location for a new runway, a runway would not be constructed until and unless it is financially feasible and necessary to accommodate growth. The Master Plan Update will seek to optimize use of existing facilities as long as it remains practical. If and when demand materializes, the Master Plan recommends that the Airport evaluate adding capacity through another runway in Anchorage or at another location in Alaska. Thank you, Evan Pfahler ANC MPU Project Team
70	5/31/2024	Phone Call	Alternatives	Cynthia Wentworth	N/A	Phone call from Cynthia Wentworth 907-653-7796, she referenced and would like to submit this article as her comment: OPINION: The Alaska Railroad was Gov. Bill Sheffield's legacy and his dream. Let's expand it. - Anchorage Daily News. (ads.com) Would like the ANC MPU to identify hotel locations and not just wait for a developer to come to the airport. This would be important to quote. This would support Sheffield's long-term vision of the station serving as the lobby of a hotel. This could support multiple trains a day and the hotel would make a difference on how many people would take a train. This could be potentially attractive and support commuter rail. Perhaps even the memorior could be in the airport.	5/31/2024	Katherine Wood	Live phone call.
71	6/29/2024	Public Meeting	Alternatives	Various	Various	Various at Public Meeting #4	5/29/2024	5/29/2024	Live
72	6/1/2024	JoForm	Park Protection	Tari Inch	N/A	No ways to the airport plan intruding at Point Woonoff and a portion of the Tony Knowles Coastal Trail.	6/21/2024	Alice Horowitz	Hi Tari, Thank you for your comment. Your suggestion will be documented in the Master Plan Update. Alice Horowitz, ANC MPU Project Team
73	6/7/2024	JoForm	Transportation Options	Chelsea Ward-Walker	N/A	Please consider funding improved transit service and active transportation facilities (sidewalks, crosswalks, bike lockers, etc.) before/in addition to the parking expansion. Transit and active transportation are a fraction of the cost of a new parking garage and support the plan's goal of Environmental Sustainability/Awareness.	6/21/2024	Alice Horowitz	Hi Chelsea, Thank you for your comment on transit. We will document this in the Master Plan update. Decisions on transit service and funding are made by the Municipality of Anchorage's PeopleChoice. The MDA was part of our stakeholder working group and their planner assigned to that effort will receive the Final Master Plan update. Thank you, Alice Horowitz, ANC MPU Project Team
74	6/7/2024	JoForm	Alternatives	Jason Norris	N/A	Thank you for the opportunity to review and comment. I would like to provide a comment on the preferred landside alternative. I believe this is not an efficient use of resources and should be reconsidered. The \$430M used to provide car storage could be used in other ways that provide greater public access to the airport and provide other ancillary benefits to the general public by using existing infrastructure. There is an existing train station downtown plus one at the Airport which Alaskans are not generally given the opportunity to use, plus existing tracks. There are existing tracks to downtown. For the price of a few stations (parking at Spentard and north, between Spentard and Main, Northern Lights, and Westchester) plus the price of the train cars themselves Anchorage could have rail service that decreases the need for both employee and traveler car use, decreasing the need for additional parking, increasing mobility throughout west Anchorage, and connecting two major hubs of economic activity. I suggest that TSAIA, AMATS, and Alaska Railroad discuss what the requirements and costs would be and conduct a full, comprehensive benefit analysis of such an alternative including number of car trips (both parking and pick-up/drop-off) avoided along with decreased vehicular costs, decrease in parking demand, decrease in emissions, and other economic benefit categories, as appropriate. In doing so, this should be compared with the same categories for the preferred alternative, which would induce demand for car trips to/from the Airport, increasing traffic and wear and tear on roads, increasing emissions, vehicular accidents, etc. In short, the preferred alternative seems to be moving in the opposite direction of Anchorage, which is trying to provide greater transportation choice to our residents. The alternative I proposed above would provide that. Thank you.	6/21/2024	Alice Horowitz	Hi Jason, Thank you for your comment. We will document your suggestion in the Master Plan Update. Alice Horowitz, ANC MPU Project Team
75	6/24/2024	JoForm	Alternatives	Lee	N/A	What about designing the renovated North Terminal with swing gates instead of designing same gates as international and others as Domestic? There could be a glass corridor around some or all of the gates as other airports have done. I would think that this would give the most flexibility. Also I think a design of the North Terminal lobby with a separate departure and arrival level would be great, or expanding the South Terminal check-in/arrival lobby to the North could make for a better passenger experience.	9/10/2024	Pearl-Grace Partalane	Hello Lee, Thank you for your comment. This suggestion has been documented in our master plan. Great ideas. Some of those ideas were discussed with our airline advisory and stakeholder working committees as well as the airport staff. Thank you, Garth Hanley ANC MPU Project Team

76	5/29/2024	Comment Form Submitted at Public Meeting	Park Protection	Cathy Gleason	Turnagain Community Council	Hi ANC, After you left the meeting this morning, Cathy Gleason was asking for an update on the status of the joint MOA-USACE-ANC study addressing the erosion at Pt. Woronof. If you have any info, would appreciate that. She will be back tonight and I said I'd see what I could determine. Last I heard, the USACE had completed the Phase 1 study, and was working on the Phase 2 study. Correct? Sounds like MOA is speaking to Turnagain CC about an emergency relocation of the Coastal Trail on Pt Woronof due to ongoing erosion. Thanks, Katherine Wood Pronouns: she/her/hers Vice President HOF 582 E 38th Ave, Suite 500 Anchorage, AK 99503-4169 D 907.644.2153 M 907.223.4990 katherine.wood@hstnc.com hstnc.com/follow-us	7/24/2024	Katherine Wood	Cathy, Thank you for your patience as we further investigated this. The U.S. Army Corps of Engineers (USACE) completed a Reconnaissance Study in July 2015. We have attached Section 102, which is the Fact Sheet of the study. In March of 2024, ANC made a commitment to continue as a joint sponsor with the Municipality of Anchorage for the Point Woronof Bluff Erosion Mitigation project's feasibility study in partnership with USACE. This feasibility study includes field work and a 35% design for 3 years at \$3M. Work cannot commence until funds are appropriated by Congress and a Feasibility Cost Sharing Agreement is signed to initiate a new study start. Request for funding is currently underway; however, it is not clear on when funding may be received. Thank you, Katherine Wood ANC MPU Project Team
77	6/29/2024	Email to Project Email Address	Other	Andrew & Claire Kinnard	N/A	Attr Katherine Wood Hi I wonder if you can help? We caught flight A680 on the 24th June from Anchorage to Seattle before an onward flight to London Heathrow. When going through airport security my wife's carry-on baggage had to be opened and checked. On returning to the UK her necklace pendant was missing. It's a 18" x 4" x 1/2" long oval, but could the pendant have accidentally fallen out and been found later and handed in? It is a small polished wood pendant with inlays and a small green semi precious stone inlaid in one corner. I would be very grateful if you respond if this could be looked into. Thanks Andrew & Claire Kinnard 07938857332	No Return Email	Pearl-Grace Pantalone	Hallo Andrew & Claire, We are sorry to hear you are missing items from your carry-on. Reporting your lost item to our Airport Lost & Found Office is the most efficient way for us to assist you in locating your item: https://dot.alaska.gov/anc/lost-found.shtml On our Airport website we have an electronic form for reporting your lost item directly to the Lost and Found database for review. Once the Lost & Found Office receives the report it's logged into the system, and they take a look through all items that have been turned in. If the item has been turned in, you will receive a response and a direction for the return to you. •Reporting the item will generate a report # starts with a letter "V" •Once you have this number you have an option to call our main airport line during business hours M-F, 8A-4:30PM (907) 286-2525, select option 5 •Met the clerk know you have your Lost Item report number and would like to speak with Lost and Found clerk to see if the item has been turned in. Thank you, Pearl-Grace Pantalone ANC MPU Project Team
78	7/8/2024	Phone Call	Alternatives	Ryan Marzec	Denali Pretzels	Ryan expressed concern that the South Terminal improvements recommended in the Master Plan would impact his concession locations--specifically his location by A6 & Co G1b just after the Security Checkpoint.	7/9/2024	Evan Pfahler	Tuesday, July 9, 2024 Evan Pfahler returned Ryan Marzec's, operations manager at Denali Pretzel, phone call from Monday, July 8. Evan stated the following: The Master Plan recommendation is a plan at this point and the Airport has not made a final decision to implement all or portions of the plan. Additional work on the Airport's part would be required prior to implementation of the plan. Additional planning, environmental, design, and permitting work would take roughly 2-5 years. Design phase would require collaboration with any impacted lease holder(s) at ANC--including his business. The plan, as shown, could impact his location; however, until a design process is underway, we can't be sure there would be any impact to his existing location(s). After, Ryan then expressed some concern that airport leasing representatives are not as communicative as he would prefer, and he feels surprised by information at times. We recommend that someone from the airport follow up with Ryan to help provide him some peace of mind. Please advise if there is anything further we can do to help address Ryan's concerns.
79	7/10/2024	Email to Project Email Address	Changing Flight Patterns	Mason Beller	N/A	Subject line: Notice of recording airplanes hello! Hoping this is the right email. I will be setting up microphones and recording the airplane sounds on the hill just before Point Woronof on Friday between noon and 5pm. It'll be on a stand likely no higher than 8ft (20ft is its max), Im just letting you guys know since I don't quite know who to contact. If this is not allowed, or I am reaching out to the wrong people, please email me back and point me in the right direction. Thank you Mason Beller	N/A	N/A	No response necessary.

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January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix B – Review of Solid Waste Recycling**





**Ted Stevens
Anchorage International Airport
Master Plan Update
Appendix B – Review of Solid Waste
Recycling**

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

RS&H Project No.: 1047-0071-000

Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

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Table of Contents

<i>APPENDIX B</i>	Review of Solid Waste Recycling.....	1
B.1	Introduction.....	2
B.2	Review Of Solid Waste Recycling.....	2
B.3	Conclusions	9

List of Tables

Table B-1	Ted Stevens Anchorage International Airport Recycled Materials Summary	4
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List of Figures

Figure B-1	Terminal Collection Bins.....	6
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APPENDIX B

Review of Solid Waste Recycling

B.1 Introduction

The purpose of this document is to review the existing solid waste recycling plan and activity at the Ted Stevens Anchorage International Airport (Airport). The Federal Aviation Administration (FAA) directs airport sponsors to consider solid waste recycling as part of FAA Order 5100-38D, Change 1, *Airport Improvement Handbook*. The Order states that the master plan must address issues related to solid waste recycling at the airport.

In the review of the existing solid waste recycling plan and activity at the Airport, an effort was made to: 1) identify opportunities to update the existing recycling plan, and 2) identify goals to increase solid waste recycling. The following tasks were completed:

- Review of Current Waste Management Practices (Waste Audit)
- Review of the Feasibility of Current Solid Waste Recycling Activity at the Airport
- Identification of Measures for Minimizing Generation of Solid Waste at the Airport
- Summary of Operation and Maintenance Requirements
- Review of Waste Management Contracts
- Identification of the Potential for Cost Savings or Revenue Generation

B.2 Review Of Solid Waste Recycling

B.2.1.1 Review of Current Waste Management Practices (Waste Audit)

The Airport is currently managed and operated by the Alaska Department of Transportation and Public Facilities (DOT&PF). The current waste management practices of the DOT&PF are summarized below.

All State employees and tenants who handle, store, and dispose of waste at the Airport must do so in a manner that does not result in any adverse impacts to the environment. All solid waste at the Airport must be managed in accordance with Alaska Administrative Code 17 (17 AAC) 42.020. 17 ACC 42.020 states "[A] person may not place, spill, or dump garbage, trash, sewage, refuse or other waste material on an airport except in a waste receptacle the Airport manager has approved for that purpose or in a waste receptacle designed and provided for the purpose by a lessee, permit holder, or concessionaire on its premises."

The Airport has established the guidelines listed below, which must be followed by all tenants for their respective operations, for the use of trash compactors and recycling dumpsters. Airport custodial personnel will remove solid waste and recyclable items from active public areas of the terminal building.

- Segregate waste materials and use appropriate recycling bins for discarded materials.
- Flatten all cardboard boxes before placing in cardboard collection bins.

- Properly fill all waste bins to prevent windblown litter, and do not overfill dumpsters.
- Follow Federal, State, and local liquid waste disposal regulations which apply to excessively wet materials (greater than 1 gallon) placed into compactors and dumpsters.
- Contact Airport Environmental at (907) 266-2546 to report problems with solid waste disposal.

The Airport has also established specific guidelines for “Recycling Areas” that should be followed to ensure waste streams are properly separated and will not be contaminated by other types of trash:

- Use the cardboard compactor to handle recyclable cardboard boxes.
- Airport maintenance staff operates the cardboard compactor.
- Tenants are to place boxes into a baler if open and stack them next to it if closed or full.
- Remove all Styrofoam, plastic, and any materials other than cardboard from cartons to be crushed.
- For newspaper, recycle all newspapers and inserts; magazines and catalogs are not acceptable.
- For mixed paper, recycle all types of office paper, junk mail, paper ream wrappers, brown clasps envelopes, manila envelopes, folders, glossy paper, paperboard (non-corrugated cardboard), magazines, catalogs, brochures, softcover books and manuals with glued bindings, phone books, staples, and paper clips with the exception of metal or plastic bindings, waxed or coated paper, carbon paper, paper plates, cups, and napkins.

Currently, all solid waste (regular trash) is picked up by Northern Waste, LLC. Northern Waste is responsible for transferring all solid waste to a transfer / sorting station approximately 5 miles from the Airport. The frequency of each dumpster and trash compactor pickup by Northern Waste varies by airport location, with more frequent collection occurring at the terminal building. Northern Waste is also responsible for the collection of recyclable materials.

The Airport Environmental Section is responsible for the disposal of all hazardous and non-hazardous waste streams at the Airport. If the total hazardous waste weight generated is less than the Conditionally Exempt Small Quantity Generator (CESQG) limit of 220 pounds per month, the Airport uses the household hazardous waste facility at the Anchorage Regional Landfill (located at 15500 East Eagle River Loop Road in Eagle River). If the total hazardous waste weight generated is higher than the CESQG limit, the Airport ships the waste material to a Treatment, Storage, and Disposal Facility outside of Alaska (typically Seattle). This usually occurs at least once per year. Prior to disposal, all hazardous materials stored at the Airport must be properly marked and labeled with the contents of the material and hazard it presents. Facilities that store petroleum products or other hazardous materials in aboveground and underground storage tanks must comply with their spill prevention, control, and countermeasure plans.

For a summary of the recycled material at the Airport, the location of recycling bins, recycling storage quantity and their respective collector, see **Table B-1**.

Table B-1
Ted Stevens Anchorage International Airport Recycled Materials Summary

Recycled Material	Location (s)	Storage Quantity	Collected by
Newspaper 	North Terminal/South Terminal/ DOT Supply Warehouse	4 cubic yard dumpsters	Northern Waste
	Field Maintenance areakroom / Airport Engineering Breakroom	2 small cans	
Cardboard 	North Terminal	8 cubic yards	Northern Waste
	DOT Supply Warehouse	4 cubic yards	
	South Terminal	Baler	ANC Airfield Maintenance
Mixed Paper 	North Terminal	4 cubic yards	Northern Waste
	South Terminal	4 cubic yards	ANC Custodial staff
	Airport offices	Small wastebasket in each cubicle	
	Airfield Maintenance	33 gallon roller calt	
	Customs	Not Available	
Aluminum Cans 	South Terminal	1 cubic yard	Taken to Recycling Center with cardboard bales by AFM
	Airfield Maintenance	1/2 cubic yard	Taken to Recycling Center by AFM employees
Batteries & Electronics 	Airfield Maintenance	0-16 batteries	Recycled by battery vendor
	South Terminal (recycling room)	0-76 batteries	Transpoted to recycler by ANC Environmental
Toner and Inkjet Cartridges 	South Terminal (recycling room)	Quantity determined as needed	Sent back to manufacturer for recycling using pre-paid shipping labels
Used Oil & Antifreeze 	Equipment Maintenance Shop	300 gallons used oil	Emerald Alaska
		300 gallons Antifreeze	
Building Materials 	Field Maintenance Sorting Yard	Quantity determined as needed	ANC Airfield Maintenance
Scrap Metal 	Field Maintenance Sorting Yard	Quantity determined as needed	Central Recycling

Source: RS&H 2024

Notes: DOT = Alaska Department of Transportation and Public Facilities
ANC = Ted Stevens Anchorage International Airport
AFM = Airport Field Maintenance

B.2.1.2 Review of the Feasibility of Current Solid Waste Recycling Activity at the Airport

This section summarizes current solid waste recycling activity at the Airport. Airport staff members were interviewed to gain an understanding of the solid waste recycling activities,

potential opportunities for an expansion to the recycling program, and limitations to an expansion of the recycling program.

The Airport is currently trying to more accurately measure and sort waste streams to further reduce solid waste output and improve on existing cost savings. Several limitations and challenges to the current solid waste recycling program were expressed:

- The Airport currently lacks recycling containers in the passenger terminal.
- No compactor currently exists for co-mingled, off-aircraft recyclables.
- The Airport currently does not have a designated area for sorting existing scrap metal.

While these are current issues, the Airport has expressed interest in installing additional recycling containers and a compactor for co-mingled off-aircraft recyclables. It is recommended that airport staff track the progress of these measures to determine whether they are feasible as long-term, sustainable options.

B.2.1.3 Identification of Measures for Minimizing Generation of Solid Waste at the Airport

Apart from regulatory guidance outlined in 17 AAC 42.020, there are no mandatory requirements for solid waste management and reduction in the Anchorage or Alaska environments. All recycling is conducted on a voluntary basis at the discretion of the DOT&PF. However, there are additional voluntary measures, which other airports have successfully adopted, that the Airport could impose to improve their existing waste management and sustainability practices. A few of the measures include, but are not limited to, the following:

- Implement a Source Reduction Program through the purchase of recycled products and the reuse of materials by DOT& PF and Airport tenants.
- Implement a Green Waste to Compost Program that would recycle grass clippings and tree trimmings from landscape operations into compost and mulch.
- Implement a Tire Recycling Program that would include grinding up tires from DOT&PF vehicles and possibly tenant vehicles as well, and use them in paving materials for future construction and maintenance projects.
- Implement a Food Donation Program that would include donating consumable food to local homeless shelters.
- Implement a Construction and Demolition Program that takes the sediments and materials from a project/renovation and recycles them at a facility called Central Recycling Services (CRS).
- Implement an Airline Recycle Return Program that would include airlines flying used recycled goods out of state.
- Implement a new Recycling Advertising Program for recycling bins that would educate and alert passengers on the proper disposal of waste materials.

- Provide clearly marked collection bins in the terminal (see **Figure B-1** for examples).

Figure B-1
Terminal Collection Bins



**Dallas Fort Worth
International Airport**



**San Francisco
International Airport**

Source: RS&H, 2014

Limitations with Northern Waste includes a lack of organic composting and plastic recycling as they do not recycle the following types:

- Plastic #3 (vinyl)
- Plastic #4 (low density polyethylene)
- Plastic #5 (polypropylene)
- Plastic #6 (polystyrene)
- Plastic #7 (miscellaneous)

Alaska may find composting to be more difficult due to its climate and the Airport may want to consider if such an effort is cost effective.

Summary of Operation and Maintenance Requirements

The current guidelines for the Airport recycling program for operations and maintenance activities are outlined in Section 10 (Environmental) and Section 12 (Recycling Areas) of the *Ted Steven Anchorage International Airport Operations Manual*, dated June 15, 2023, and are summarized below. The Airport is currently working on additional recycling guidelines that would be incorporated into an Environmental Management System. The Airport has also drafted standard operating procedures for the recycling of used batteries and other universal wastes.

The Airport should establish a recycling plan that includes performance-based measures and goals for waste reduction. Below are steps, in chronological order, which could be applied to improve the existing recycling plan.

1. Coordinate with Northern Waste and other recycling vendors on establishing baseline waste data for an entire year for all disposed and recycled waste at the Airport.
2. Ensure that the metrics for measuring waste generation are recorded consistently on a regular basis using the same collection methodology.
3. Draft an initial waste assessment as a baseline and methodology for monitoring the program.
4. Establish future waste reduction goals with the consideration of:
 - Cost of waste disposal
 - Cost of recycling
 - Dumpster / bin rental costs
 - Internal labor costs
 - Location of bins
 - Weight of waste disposed
 - Weight of materials recycled

B.2.1.4 Review of Waste Management Contracts

Contract Amendment #2520C017 between Northern Waste, LLC and DOT&PF was reviewed by the Master Plan Update team. Pertinent information was incorporated into this document.

B.2.1.5 Identification of the Potential for Cost Savings or Revenue Generation

This section identifies the potential for cost savings or revenue generation at the Airport through increased solid waste recycling. Northern Waste, LLC charges the Airport per dumpster rental and a pickup service charge for both trash and recycling waste streams. Pickup schedules have been adjusted for fluctuations in trash streams at the Airport. Recycling is charged per each pickup, while trash is charged a monthly service fee mainly due to the greater frequency of the schedules. Collection fees are lower for recycling than trash because haulers can recover revenue from materials and save on landfill fees.

All recycled material is called in and picked up on an as-needed basis. Should recycling increase, the cost of pickup would increase based on the frequency of pickups. However, if recycling frequency occurred more regularly, the Airport could negotiate a monthly service charge or flat fee.

The greatest potential for cost savings for the Airport would result from recycling programs aimed at keeping recycled material at the Airport instead of transporting off-site. As addressed above under Measures for Minimizing Generation of Solid Waste at the Airport, the Airport

could implement a Green Waste to Compost Program or a Tire Recycling Program as measures to reuse recyclable material for the maintenance of the Airport.

A Green Waste to Compost Program is a convenient way to discard grass clippings, leaves, and small branches. Requirements include a small amount of adequate space in a suitable location. When composting is done correctly, it does not produce odors or attract rodents or other pests or hazardous wildlife. The compost is ready for use in 6 months to a year. Charlotte-Douglas International Airport is believed to be the first United States airport to install a recycling and composting center, which opened in late 2012. Dallas Fort Worth International Airport joined the on-airport composting in 2021 with a slow start. By 2022, it grew exponentially and has diverted more than 100 tons of trash from local landfills. On-airport composting must comply with FAA regulations regarding hazardous wildlife (e.g., birds) attractants per FAA Advisory Circular 150 / 5200-33C, *Hazardous Wildlife Attractants on or near Airports*, and other applicable FAA guidance.

A Tire Recycling Program is a convenient way to remove heavy, bulky material from the solid waste stream. Discarded tires from DOT&PF operations and maintenance vehicles can be used in future paving materials. For example, the tires can be recycled into hot melt asphalt, typically as a crumb rubber modifier and used as an aggregate in Portland Cement Concrete. It can also be ground up and used in garden beds as bark mulch to prevent the spread of weeds.

Scrap metal is another potential cost savings and revenue generator. The metal could be sorted at the Airport and sold to one of the scrap metal recyclers in the Anchorage market, such as Schnitzer Steel or Smurfit-Stone Recycling Company. However, the cost to transport the scrap metal would be the responsibility of the Airport. Due to the growing competitive nature of scrap metal recyclers, the Airport may be able to negotiate better rates than just having the scrap metal collected at no charge.

B.2.1.6 Statewide Recycling Limitations

Glass can not be picked up curbside, but it can be dropped off at the Anchorage Recycling Center, Anchorage Regional Landfill, and Central Transfer Station. No facility exists in Alaska for the new production of glass after being recycled, like other states. Regarding plastic bottles and jugs only #1 polyethylene terephthalate (PET) bottles and #2 high-density polyethylene (HDPE) jugs are recyclable. These containers should have a screw top and neck, and the cap should be put back on before recycling. Electronics can be recycled at Total Reclaim in Anchorage.

Construction and demolition waste can be managed at Central Recycling Services (CRS), a full-service recycling company. Materials that can be recycled at CRS include wood, cardboard, sheetrock, glass, paper, plastics, concrete, asphalt, metals, batteries, household appliances, all types of electronics, and aircraft tires. Glass that is recycled is repurposed as pipe bedding and additive to leveling course. A pilot program is currently underway to use tire bales from aircraft

as a lightweight fill product for road fills, parking lots and retaining structures. Shredded tires can also be utilized in gabion baskets for retaining walls. CRS is 8.5 miles away (20-minute drive). The primary restriction with recycling in Alaska is how big the state of Alaska is and the cost of transportation.

B.3 Conclusions

Recycling at the Airport is a priority and ANC maximizes opportunities for solid waste recycling initiatives wherever possible. However, due to Alaska's remote location and limited local recycling infrastructure, many recyclable materials must be shipped out of state for processing. Limited local infrastructure reduces recycling efficiency and increases the cost of recycling. This makes it challenging to achieve the same recycling efficiencies at ANC compared to Airports in the Lower 48.



January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix C – Environmental Overview**





Ted Stevens
Anchorage International Airport
Master Plan Update
Appendix C – Environmental Overview

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

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Table of Contents

<i>APPENDIX C</i>	Environmental Overview	0
C.1	Environmental Overview and NEPA Guidance	1
C.2	Existing Environmental Conditions.....	2
C.2.1	Aviation Emissions and Air Quality.....	2
C.2.2	Biological Resources	2
C.2.3	Coastal Resources	2
C.2.4	Department of Transportation, Section 4(f) and Land and Water Conservation Fund, Section 6(f).....	3
C.2.5	Farmlands.....	3
C.2.6	Hazardous Materials, Solid Waste, and Pollution Prevention	3
C.2.7	Historical, Architectural, Archeological, and Cultural Resources.....	5
C.2.8	Land Use.....	5
C.2.9	Natural Resources and Energy Supply	5
C.2.10	Noise and Noise-Compatible Land Use	6
C.2.11	Socioeconomics and Children’s Health and Safety Risks.....	6
C.2.12	Visual Effects	6
C.2.13	Water Resources.....	7
C.3	Environmental Analysis of Preferred Development Alternatives	9
C.3.1	Airside Development Projects	9
C.3.2	Terminal Development Projects	29
C.3.3	Landside Development Projects.....	33
C.3.4	Support Facilities Development Projects	44
C.3.5	Summary of Anticipated NEPA Documentation, Surveys, Permits, and Agency Approvals	50

List of Tables

Table C-1	Anticipated NEPA Documentation, Studies, Permits, and Agency Consultation for Preferred Development Projects	51
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APPENDIX C

Environmental Overview

C.1 Environmental Overview and NEPA Guidance

The purpose of this environmental overview is to expedite the environmental documentation and permitting process for the planned airside, terminal, landside, and support facilities development projects. The analysis is based on a review of existing environmental conditions summarized in **Section C.2**, followed by a review of the planned projects and identification of potential environmental effects, environmental regulatory requirements, permits, surveys, and agency coordination in **Section C.3**.

FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (FAA Order 1050.1G)¹ and U.S. Department of Transportation (DOT) Order 5610.1D, *Procedures for Considering Environmental Impacts*² are the FAA's environmental guidance for aviation projects/actions to comply with the National Environmental Policy Act (NEPA). While the subsequent environmental analysis is based on these guiding documents, it is important to note that this environmental overview does not constitute NEPA documentation for the preferred development alternatives.

As part of Section 743 of the FAA Reauthorization Act of 2024,³ certain types of airport non-aeronautical development projects have limited regulation by the FAA and therefore, may not be subject to NEPA documentation. If a project is subject to NEPA,⁴ there are three levels of NEPA documentation depending on the scope of a proposed project and the potential environmental impacts associated with a proposed project. These include categorical exclusion (CATEX), environmental assessment (EA), and environmental impact statement (EIS). FAA Order 1050.1G lists actions that the FAA has found to not significantly affect the environment under normal circumstances and therefore can be processed with a CATEX, so long as no extraordinary circumstances exist.⁵ For proposed projects that do not fall within the CATEX list in FAA Order 1050.1G, an EA must be prepared. At the completion of the EA, the FAA will issue a Finding of No Significant Impact (FONSI) or continue with an EIS. An EIS must be prepared if the environmental impacts associated with a proposed project are significant impacts that cannot be mitigated below the established significance threshold. At the completion of an EIS, the FAA will issue a Record of Decision (ROD).

¹ Federal Aviation Administration. Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*. Accessed: https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf. October 2025.

² U.S. Department of Transportation. 2020. Order 5610.1D, *Procedures for Considering Environmental Impacts*. Accessed: <https://www.transportation.gov/office-policy/transportation-policy/order-56101d-procedures-considering-environmental-impacts>. October 2025

³ FAA Reauthorization Act of 2024, Section 743. Accessed: <https://www.congress.gov/bill/118th-congress/house-bill/3935/text>. September 2024.

⁴ Section 743 generally provides that the FAA retains authority to regulate activities that: (1) "materially impact the safe and efficient operation of aircraft at, to, or from the airport," (2) "adversely affect the safety of people or property on the ground as a result of aircraft operations", or (3) "adversely affect the value of prior Federal investments to a significant extent."

⁵ Federal Aviation Administration. Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*: Appendix B. Accessed: https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf. October 2025.

C.2 Existing Environmental Conditions

The current environmental conditions at and around Ted Stevens Anchorage International Airport (Airport) are detailed in **Section 2.9**, based on environmental resource categories defined in FAA Order 1050.1G. The following subsections summarize the conditions described in **Section 2.9** and provide the basis for determining the potential environmental effects of the Airport's preferred development projects.

C.2.1 Aviation Emissions and Air Quality

According to the U.S. Environmental Protection Agency (USEPA), the Anchorage Municipality in which the Airport is located is designated as in "attainment" for all National Ambient Air Quality Standards (NAAQS) pollutants, except a portion of the Airport, which has been designated as a "maintenance" area for carbon monoxide (CO) since July 23, 2004 (see **Figure 2-43** in **Section 2.9.1**).⁶ Per 40 CFR Section 93.102(b)(4), maintenance areas with two consecutive 10-year maintenance periods are not subject to a General Conformity Determination. Therefore, the Airport is assumed to be in attainment for all NAAQS.

C.2.2 Biological Resources

Portions of the Airport property contain disturbed and undisturbed upland, wetland, and aquatic habitat. Upland communities include mixed coniferous and deciduous forests of primarily paper birch (*Betula papyrifera*), white spruce (*Picea glauca*), and black spruce (*Picea mariana*). Wetland communities predominantly include shrub-ericaceous bogs, in addition to black spruce forests. Along the southern Airport boundary, are Little Campbell Lake, Sullivan Pond, Meadow Lake, Delong Lake, and Conners Lake, which provide aquatic habitat.

According to the U.S. Fish and Wildlife Service (USFWS) and Alaska Department of Fish and Game (ADFG), the short-tailed albatross (*Phoebastria albatrus*) is the only federally-listed and state-listed endangered species with the potential to occur on Airport property; however, designated critical habitat has not been identified on Airport property.⁷ The USFWS identified 26 migratory bird species that may occur on Airport Property (see **Table 2-3** in **Section 2.9.2**), including the bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*), which are individually protected under the Bald and Golden Eagle Protection Act.

C.2.3 Coastal Resources

The Alaska Coastal Management Program expired on July 1, 2011, resulting in a withdrawal from the Federal Coastal Zone Management Act (CZMA) National Coastal Management Program. Therefore, the CZMA Federal consistency provision no longer applies in Alaska. While

⁶ U.S. Environmental Protection Agency, Air Quality Green Book, Alaska. Accessed: https://www3.epa.gov/airquality/greenbook/anayo_ak.html, August 2024.

⁷ U.S. Fish and Wildlife Service. Information for Planning and Consultation. Accessed: <https://ipac.ecosphere.fws.gov/>, August 2024.

unenforceable, the Anchorage Coastal Management Plan (ACMP) listed the bluffs along Point Woronzof, north of the Airport, as an important physical feature that should be preserved. Additionally, the Anchorage Coastal Wildlife Refuge, managed by ADFG,⁸ is located along the coast west of the Airport (see **Figure 2-18** in **Section 2.3.7**).

C.2.4 Department of Transportation, Section 4(f) and Land and Water Conservation Fund, Section 6(f)

There are eight Section 4(f) recreational properties on or adjacent to Airport property, including Kincaid Park, Delong Lake Park, Connors Lake Park, Point Woronzof Buffer Park, Point Woronzof Overlook, Point Woronzof Park, Tony Knowles Coastal Trail, Earthquake Park, and the Kincaid Park Trail network (see **Figure 2-44** in **Section 2.9.4**).⁹ According to the U.S. National Park Service (NPS), one building on Airport property, the Kulis Hangar, is listed on the National Register of Historic Places (NRHP) (see **Figure 2-44** in **Section 2.9.4**).¹⁰ In addition, several Alaska Heritage Resources Survey (AHRs) sites are located on Airport property; however, the exact location of these sites is protected.¹¹ As noted in **Section C.2.3**, the Anchorage Coastal Wildlife Refuge extends along the coast west of the Airport.

There are no Land and Water Conservation Fund Section 6(f) properties at the Airport; the nearest is Central Spenard, about 2,000 feet east of the Airport.¹²

C.2.5 Farmlands

According to the Natural Resources Conservation Service (NRCS), the Airport property does not contain prime or unique farmland or farmland of statewide importance.¹³

C.2.6 Hazardous Materials, Solid Waste, and Pollution Prevention

C.2.6.1 Hazardous Materials

There are 20 active Alaska Department of Environmental Conservation (ADEC) "contaminated" sites, 84 "cleanup complete" sites, and 13 "cleanup complete – institutional controls" sites on Airport property (see **Figure 2-45** in **Section 2.6**).¹⁴ There are no Comprehensive Environmental

⁸ Alaska Department of Fish and Game, Anchorage Coastal Wildlife Refuge Map. Accessed: https://www.adfg.alaska.gov/static/lands/protectedareas/land_status_maps/anchoragecoastalwildliferefugels.pdf. September 2024.

⁹ Municipality of Anchorage, Anchorage Parks and Recreation. Accessed: <https://muniorg.maps.arcgis.com/apps/webappviewer/index.html?id=ae59698bf01349f6a6a2d0ad3b15a03c>, August 2024

¹⁰ National Park Service, National Register of Historic Places. Accessed: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, August 2024.

¹¹ Alaska Heritage Resources Survey, May 2023.

¹² Land and Water Conservation Fund, Past Projects. Accessed: <https://lwcf.tplgis.org/mappast/>, March 2023.

¹³ Natural Resources Conservation Service, Web Soil Survey. Accessed: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, August 2024.

¹⁴ Alaska Department of Environmental Conservation, Division of Spill Prevention and Response, Contaminate Sites. Accessed: <https://dec.alaska.gov/spar/csp/>, August 2024.

Response, Compensation, and Liability Act (CERCLA) sites, also known as Superfund sites, on Airport property. Deicing trucks use Potassium Acetate liquid deicer, and sand trucks use NAAC Sodium Formate, and Sodium Formate/Acetate blend.¹⁵

Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS), particularly perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), have been detected in the soil and groundwater at ANC, primarily in areas associated with aqueous film forming foam (AFFF) use, such as the Fire Training Pit.¹⁶ PFAS has also been detected in nearby private water supply wells¹⁷ and in future development areas, including Taxiway Z^{18,19} and Postmark Bog.²⁰ Concentrations in most locations, particularly groundwater near AFFF source areas, have exceeded state and federal regulatory thresholds for PFOS and PFOA. Ongoing sampling and monitoring are being conducted by ANC in coordination with the Alaska Department of Transportation and Public Facilities (DOT&PF) and ADEC. PFAS management at ANC to date includes capping, onsite water treatment, and temporary storage of PFAS-contaminated soils northwest of Taxiway K. Refer to **Section 2.9.7** for more details.

C.2.6.2 Solid Waste

The Airport removes solid waste generated at the ADEC Solid Waste Program. The Municipality of Anchorage (MOA) operates the Anchorage Regional Landfill, about 13 miles northeast of the Airport,²¹ which is projected by the USEPA to be operational until 2043.²²

C.2.6.3 Pollution Prevention

The Airport maintains an Alaska Pollutant Discharge Elimination System (APDES) Multi-Sector

¹⁵ Snow and Ice Control Plan 2020-2021, Ted Stevens Anchorage International Airport.

¹⁶ Shannon & Wilson, Inc. 2024. Alaska DOT&PF Statewide PFAS, ANC Fire Training Pit Site Characterization Report. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/2024-ANC-FTP-Site-Characterization-Report-32097215.pdf>, October 2025

¹⁷ Shannon & Wilson, Inc. 2021. Alaska DOT&PF Statewide PFAS Addendum 033-ANC-01: Water Supply Well Search. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/ANC%20GWP%20Addendum.pdf>, October 2025

¹⁸ Shannon & Wilson, Inc. 2021. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf>, October 2025.

¹⁹ Shannon & Wilson, Inc. 2022. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf>, October 2025

²⁰ Shannon & Wilson, Inc. 2024. Alaska DOT&PF Statewide PFAS, ANC Fire Training Pit Site Characterization Report. Accessed: <https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/2024-ANC-FTP-Site-Characterization-Report-32097215.pdf>, October 2025

²¹ Municipality of Anchorage, Solid Waste Services, Disposal Locations. Accessed: <https://www.muni.org/departments/sws/dispose/pages/default.aspx>, August 2024.

²² U.S. Environmental Protection Agency, Landfill Methane Outreach Program (LMOP). Accessed: <https://www.epa.gov/lmop/project-and-landfill-data-state>, August 2024.

General Permit (MSGP) with a Stormwater Pollution Prevention Plan (SWPPP), last updated in August 2021 (APDES Permit Number AKR061001).²³ The SWPPP covers drainage systems and deicing protocols at the Airport. The Airport uses passive treatment systems to treat stormwater, including skimming systems, grassy swales, settling ponds, settling channels, and several oil/grit separators, thereby avoiding discharge into the Municipal Separate Storm Sewer System.

C.2.7 Historical, Architectural, Archeological, and Cultural Resources

According to the NPS, there is one NRHP-listed building on Airport property, the Kulis Hangar.²⁴ The Kulis Hangar was a part of the former Kulis Air National Guard Base, which opened in the spring of 1955. The Kulis Hangar is owned by Airport and is located in what is now called the South Airpark (see **Figure 2-44** in **Section 2.9.7**). Additionally, several Alaska Heritage Resources Survey (AHRS) sites eligible for historic designation are located on Airport property but the location of these sites is protected due to their sensitive nature.²⁵ These sites are associated with historic Native American land use, including a prehistoric/historic village site at Point Woronzof. Refer to **Section 2.9.7** for more details.

C.2.8 Land Use

Per the MOA Land Use Plan, land uses for the Airport property are mostly designated as Airport, Railroad, or Port Facility. Around the edges of Airport property, land uses are designated as Other Open Space; Potential Open Space Alternative; Right of Way; and Water Feature (see **Figure 2-46** in **Section 2.9.8**). Other Open Space applies to non-municipal public and private open spaces that function as part of the Municipality Park System, and the Potential Open Space Alternative lands are areas reserved for potential recreation or natural open space subject to owner facility and associated jurisdictions.²⁶

C.2.9 Natural Resources and Energy Supply

Natural resources (e.g., water, asphalt, aggregate, etc.) and energy use (e.g., fuel, electricity, etc.) at an airport are a function of the needs of aircraft, support vehicles, airport facilities, support structures, and terminal facilities. The Chugach Electric Association provides electricity, ENSTAR provides natural gas, and the Anchorage Water and Wastewater Utility provides public water and sewer service to the Airport. None of the natural resources that the Airport uses is in rare or short supply. The Airport has implemented measures to reduce energy consumption and solid waste, including the implementation of a recycling program (refer to **Section 2.9.9**).

²³ Alaska Department of Transportation and Public Facilities, Ted Stevens Anchorage International Airport, Stormwater Pollution Prevention Plan for Ted Stevens Anchorage International Airport (ANC), v.2, August 2021.

²⁴ National Park Service, National Register of Historic Places. Accessed: <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>, August 2024.

²⁵ Alaska Heritage Resources Survey, May 2023.

²⁶ Municipality of Anchorage, Anchorage 2040 Land Use Plan. Accessed: <https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>, August 2024.

C.2.10 Noise and Noise-Compatible Land Use

The Airport completed an FAA Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study, updated it in 2015, which identified incompatible land uses (i.e., residences) within the 65 decibels (dB) day-night average sound level (DNL) noise contour in the vicinity of the Airport.²⁷ Residences, along with schools, daycares, churches, hospitals, and similar land uses, are considered incompatible with noise levels at or above 65 dB DNL. However, since the FAR Part 150 Study was updated in 2015, some residences have been sound-insulated in compliance with the FAA-approved Noise Compatibility Program, and are now considered a compatible land use. Portions of Woronzof Buffer Park, Tony Knowles Coastal Trail, and the Kincaid Park Trail Network within the 75 dB DNL (see **Figure 2-49** in **Section 2.9.10**). Per 14 CFR Part 150, Airport Noise Compatibility Planning,²⁸ parks are incompatible with noise levels at or above 75 dB DNL.

C.2.11 Socioeconomics and Children's Health and Safety Risks

The Airport property intersects four Census Block Groups: Census Tract 23.01, Block Group 1; Census Tract 23.01, Block Group 2; Census Tract 23.02, Block Group 2; and Census Tract 24, Block Group 2, with a total population of 8,180 people.²⁹ The average median income of these block groups is \$123,893 compared to \$86,654 for the Anchorage municipality and \$77,845 for the State of Alaska. Regarding children's health and safety risks, the closest school and childcare facilities are the Kincaid Elementary School, YMCA-Kincaid School Age-Child Development, and Bright Beginnings Early Learning Center, all located near the southern Airport boundary. However, these facilities are outside the 65 dB DNL for noise-sensitive land uses.

C.2.12 Visual Effects

C.2.12.1 Light Emissions

Various lighting features currently illuminate Airport facilities, such as buildings, access roads, automobile parking areas, taxiway lighting, and runway lighting. While Airport light emissions are continuous because the Airport operates 24 hours per day, the Airport typically does not light the undeveloped areas outside the Air Operations Area (AOA).

C.2.12.2 Visual Resources and Visual Character

Structures at the Airport include but are not limited to, the Airport Traffic control tower, hangars, and maintenance buildings. There are residences bordering the Airport property to the south and east. However, there is no direct line of sight from these residences to the Airport due to

²⁷ Ted Stevens Anchorage Airport FAR Part 150 Noise Compatibility Study Update, 2015. Accessed: <https://dot.alaska.gov/anc/documents/ANC%20FAR%20Part%20150%20Noise%20Compatibility%20Study%20Update.pdf> July 2024.

²⁸ Title 14 Code of Federal Regulations Part 150 – Airport Noise Compatibility Planning. Accessed <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150>, August 2024.

²⁹ U.S. Census Bureau, Geography. Accessed: <https://data.census.gov/advanced>, February 2023.

vegetation buffers. The visual character of the developed areas of the Airport is consistent with surrounding commercial and industrial developed areas.

C.2.13 Water Resources

C.2.13.1 Wetlands

The USFWS National Wetland Inventory (NWI) identifies wetlands concentrated in the northeastern and southeastern portions of Airport property, and areas adjacent to the shoreline to the north and west (see **Figure 2-51** in **Section 2.9.13**).³⁰ The MOA also maintains a wetlands database that rates wetlands by value (see **Figure 2-52** in **Section 2.9.13**).³¹ Similar to the NWI, the wetlands mapped by the Municipality are mostly concentrated in the northeastern and southeastern portions of Airport property. The wetland located immediately east of Taxiway R and south of Taxiway P is rated as “A-High Valuation” by the Municipality because it provides high-value functions for groundwater recharge, water quality, stormwater attenuation, aesthetic and noise buffer, and habitat values.³²

C.2.13.2 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), a small portion of the Airport property intersects the 100-year floodplain (see **Figure 2-53** in **Section 2.9.13**).³³ These floodplains are along the western and northernmost edge of the Airport property, associated with the coast shoreline, and along the southeastern edge of the Airport property, associated with DeLong Lake and Connors Lake. There are no 500-year floodplains on Airport property.

C.2.13.3 Surface Waters

Airport property contains several surface water bodies: Meadow Lake, DeLong Lake, Sullivan Pond, Little Campbell Lake, Connors Lake, and several unnamed water bodies³⁴ These surface water bodies are all located south of Runway 7-25. A small unnamed pond is also located in the

³⁰ U.S. Fish and Wildlife Service, National Wetlands Inventory. Accessed: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>, August 2024.

³¹ Municipality of Anchorage, Wetlands Mapping Tool. Accessed: <https://moawms.maps.arcgis.com/apps/View/index.html?appid=860a95de287f448b953f9a51f4539a46>, August 2024.

³² Municipality of Anchorage, 2014 Anchorage Wetlands Management Plan. Accessed: <https://www.muni.org/Departments/OCPD/Planning/Physical/EnvPlanning/Documents/Anchorage%20Wetlands%20Management%20Plan-2014.pdf>, October 2024.

³³ Federal Emergency Management Agency, Flood Map Service Center, Flood Insurance Rate Maps 0200050710D (effective 9/25/2009), 0200050730D (effective 9/25/2009), 0200050715D (effective 9/25/2009), 0200050720D (effective 9/25/2009), 0200050740D (effective 9/25/2009), 0200050739D (effective 9/25/2009), 0200050741D (effective 9/25/2009), Accessed: <https://msc.fema.gov/portal/search>, August 2024.

³⁴ U.S. Environmental Protection Agency, NEPAassist, Water Features, Water Bodies. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, August 2024.

northeastern portion of the Airport property (see **Figure 2-54** in **Section 2.9.13**). Lake Hood, associated with the Lake Hood Airport Seaplane Base, is located immediately east of the Airport.

C.2.13.4 Groundwater

The Airport is in the Knik Arm-Frontal Cook Inlet Watershed (HUC 190204010808) and the North Fork Campbell Creek Watershed (HUC 190204010603).³⁵ The Airport is not within a USEPA-designated Sole Source Aquifer area.³⁶ Underlying most of the Airport property is a shallow, unconfined aquifer perched above the relatively impermeable clay deposits of the Bootlegger Cover Formation, which overlies a confined aquifer.³⁷

C.2.13.5 Wild and Scenic Rivers

There are no Wild and Scenic Rivers on or near Airport Property. The closest Wild and Scenic River is the Tlikakila Wild and Scenic River, about 90 miles southwest of the Airport.³⁸ The closest river registered in the Nationwide Rivers Inventory is Little Susitna River, located approximately 18 miles northwest of the Airport.³⁹

³⁵ U.S. Environmental Protection Agency, NEPAassist, Water, Watersheds. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, August 2024.

³⁶ U.S. Environmental Protection Agency, NEPAassist, Water, Sole Source Aquifers. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport>, August 2024.

³⁷ HNTB Corporation, Ted Stevens Anchorage International Airport Master Plan Update, 2002.

³⁸ National Wild and Scenic Rivers System, Alaska. Accessed: <https://www.rivers.gov/alaska.php>, August 2024.

³⁹ National Park Service, Nationwide Rivers Inventory, Little Susitna River. Accessed: <https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977>, August 2024.

C.3 Environmental Analysis of Preferred Development Alternatives

This section identifies potential environmental impacts associated with the preferred development alternatives (see **Chapter 5**), including the anticipated level of NEPA documentation, environmental permits, surveys, and agency coordination/consultation. It is important to note that the environmental analysis included in this Master Plan Update is not in and of itself a NEPA document.

The following FAA Order 1050.1G environmental resource categories have the potential to be affected by the preferred development alternatives and, therefore, are assessed for each development project:

- Aviation Emissions and Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Coastal Resources
- Department of Transportation Section 4(f), and Land and Water Conservation Fund, Section 6(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children's Health and Safety Risks
- Visual Effects
- Water Resources (includes Wetlands, Floodplains, Surface Waters, and Groundwater,)

Farmlands and Wild and Scenic Rivers are not included in this discussion because, as described in **Section C.2**, those resources are not within or near the Airport property and would not be affected by the development projects.

C.3.1 Airside Development Projects

The Airport's recommended airside development strategy at the Airport aims to optimize existing facilities, construct tenant cargo facilities, and construct a future 4th runway to accommodate growth.

C.3.1.1 North End Tug Road Extension (Project #3)

This project would construct an airside tug road starting from south of the existing fuel farm and extending north along the west side of Taxiway Y and around the north end of the Runway 15 threshold. The new tug road would be approximately 14,000 feet (2.7 miles) long. This road would provide access to airport vehicles around the north end of Runway 15-33 to provide

access to the West Airpark for ground handling, operations, police, and fire services. The road extension would be constructed near existing roads and taxiways on ground that has been previously disturbed and graded. However, small areas of wetlands are shown on the NWI map as occurring within the project footprint. The environmental resource categories that may be affected by the North End Tug Road Extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the road would not affect aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the site is previously developed and disturbed, some portions of the road cross areas containing shrubs and grasses that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the road would not generate solid waste or hazardous materials. The contractor would need to obtain a Construction General Permit (CGP) from the ADEC and comply with the Airport's APDES MSGP (#AKR061001) and Stormwater Pollution Prevention Plan (SWPPP) for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska Office of History and Archaeology (OHA) and local Federally Recognized Tribes (Tribes). The Alaska OHA serves as Alaska's State Historic Preservation Office (SHPO).

Natural Resources and Energy Supply

Construction of the road would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for

pavement markings, etc. These resources are available in ample supply within the region. Due to the road's proximity to the airfield, the road is not likely to include above-ground lighting fixtures. If lighting is installed on portions of the road, the required electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur along the North End Tug Road Extension route. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the U.S. Army Corps of Engineers (USACE) to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The road extension would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the project and NEPA documentation is required, construction of the road extension can be categorically excluded under FAA Order 1050.1G, paragraph 5-6.4(a). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.2 Taxiway Z Extension from Taxiway E to Runway 25L end (Project #2)

This project would extend Taxiway Z approximately 2,200 feet between Taxiway E and the Runway 25L end and construct a new taxiway connector between Taxiway Z and the Runway 25L end. The Taxiway Z extension would improve access for aircraft using Runway 25L and the South Airpark. The taxiway extension would be constructed on land within the airfield that has been graded, sodded, and developed for stormwater drainage. The environmental resource categories that may be affected by the taxiway extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional taxiing by aircraft resulting from the Taxiway Z extension may require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

While most of the site is graded and disturbed, the stormwater drainage channels contain grasses and shrubs that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross. (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the taxiway extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted for Taxiway Z in 2022.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the taxiway extension would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Z extension would require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

While wetlands are not depicted on the NWI, drainage channels that may contain wetlands are located within the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The construction of the taxiway extension would also increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an

ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The taxiway extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.3 Taxiway Z Extension from Taxiway H to Runway 7R end (Project #12)

This project would extend Taxiway Z approximately 6,050 feet between Taxiway H and the Runway 7R end and construct two new taxiway connectors between the extended Taxiway Z and Runway 7R-25L. The Taxiway Z extension would increase the utility and capacity of the taxiway system. The taxiway extension would be constructed on land that has been graded, sodded, and developed for stormwater drainage, and would be constructed over portions of the Airport's interior perimeter road. The environmental resource categories that may be affected by the taxiway extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional taxiing by aircraft resulting from the Taxiway Z extension may require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

While most of the site is graded and disturbed, the stormwater drainage channels contain grasses and shrubs that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross. (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the taxiway extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of

according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted for Taxiway Z in 2022.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the taxiway extension would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Z extension may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

While wetlands are not depicted on the NWI, drainage channels that may contain wetlands are located within the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The construction of the taxiway extension would also increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The taxiway extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.4 West Airpark Cargo Project #14)

This project would construct new cargo buildings, aprons, taxilanes, vehicle parking lots, and supporting infrastructure (e.g., utilities), referred to as the "West Airpark," on about 48 acres of undeveloped property consisting of grassland and mixed coniferous/deciduous forest west of

Runway 15-33. The environmental resource categories that may be affected by the West Airpark development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Should the Airport experience a change in aircraft fleet mix or a significant increase in cargo operations associated with this project, an Operational Emissions Inventory may be necessary for NEPA documentation.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed West Airpark locations. However, the undeveloped property west of Runway 15-33 contains grassland and mixed coniferous/deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the project would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Federally Recognized Tribes (Tribes).

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the project would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not

anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

Should the Airport experience a change in aircraft fleet mix or a significant increase in cargo operations associated with this project, new noise contours using the most recent version of the Aviation Environmental Design Tool (AEDT) may need to be modeled that account for the increase in cargo operations.

Visual Effects

It is unlikely that the West Airpark development would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). However, an analysis of visual effects may be required for NEPA documentation.

Water Resources

Based on the NWI, wetlands may occur within the West Airpark location. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new West Airpark facilities would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the non-aeronautical development and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of new cargo buildings can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). The construction of the aprons, approach ramps, and taxilanes can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. If the FAA considers the West Airpark development to be a substantial expansion of cargo facilities at the Airport, an EA may be necessary.

C.3.1.5 Taxiway Y Cargo Apron Hardstands (Project #11)

This project would construct four new cargo aircraft parking positions on approximately 20 acres west of Taxiway Y, and north of the proposed West Airpark Cargo Tenant Buildout (Project #14). The location may also include support infrastructure such as crew buildings and snow storage areas. The Taxiway Y Cargo Apron Hardstands would extend onto undeveloped land consisting of grassland and mixed coniferous/deciduous forest. The environmental resource categories that may be affected by the Taxiway Y Cargo Apron Hardstands development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft parking positions would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the Taxiway Y Cargo Apron Hardstands. However, portions of the project area that contain grassland and coniferous/deciduous forest may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the Taxiway Y Cargo Apron Hardstands would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to

operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Y Cargo Apron Hardstands may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, a small freshwater pond may occur in the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new Taxiway Y Cargo Apron Hardstands would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of crew buildings and snow storage facilities can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). The construction of the apron can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.6 New Connector Taxiway from Runway 25L End to Taxiway K (Project #23)

This project would construct a new north-south connector taxiway that begins at the Runway 25L end, crosses Runway 7L-25R, and connects to Taxiway K. The connector taxiway would be designed to accommodate ADG-VI aircraft and meet all relevant FAA design criteria. The new connector taxiway would be constructed on land within the airfield that is entirely disturbed and graded. The environmental resource categories that may be affected by the new connector taxiway are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the connector taxiway would not increase or changes aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the connector taxiway would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction of the connector taxiway would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the new connector taxiway would require electricity for centerline lights and edge lights, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

The connector taxiway would be located on the airfield in a location that does not contain wetlands. However, the construction of the connector taxiway would increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The connector taxiway can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.7 P4 Aircraft Hardstand Apron and Taxilane P Extension (Project #23)

This project would construct a new aircraft hardstand apron, identified as P4, on approximately 3.5 acres at the east end of Taxilane P. The P4 apron would include one power-through aircraft parking position capable of accommodating ADG-VI aircraft. The project would also extend Taxilane P by approximately 315 feet to provide access to the new apron. The new apron would be constructed on undeveloped land that encroaches upon wetlands mapped by the NWI, and wetlands mapped by the Municipality as "A-High Valuation" due to their high ecological

functions (refer to **Section C.2.13.1**). The environmental resource categories that may be affected by the P4 Aircraft Hardstand Apron and Taxilane P Extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft hardstand position would meet projected cargo operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the P4 Aircraft Hardstand Apron and Taxilane P Extension. However, portions of the project area that contain shrub and herbaceous wetlands may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the P4 Aircraft Hardstand Apron and Taxilane P Extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted within Postmark Bog (adjacent wetland) in 2020.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the P4 Aircraft Hardstand Apron and Taxilane P Extension may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI and Municipality Wetlands Map, shrub and herbaceous wetlands occur throughout the project footprint. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. Due to the extent of wetlands present, wetland mitigation would likely be required. The new P4 Aircraft Hardstand Apron and Taxiway P Extension would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of the new aircraft hardstand apron and Taxiway P extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects, and absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands). However, due to the extent of wetlands within the project footprint that would likely require a USACE individual Section 404 permit, an EA is anticipated to be the appropriate NEPA document.

C.3.1.8 Taxiway K Cargo Apron Hardstands (Project #28)

This project would construct 15 new cargo aircraft parking positions on approximately 70 acres at the end of Taxiway K. The location may also include support infrastructure such as crew buildings and snow storage areas. The new cargo apron would be constructed mostly on land that has been previously disturbed and graded. However, portions of the apron would extend onto undeveloped land consisting of grassland, mixed coniferous/deciduous forest, a drainage channel, and NWI-mapped wetlands. The environmental resource categories that may be affected by the Taxiway K Cargo Apron Hardstands are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft parking positions would meet projected cargo operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the Taxiway K Cargo Apron Hardstands. However, portions of the project area that contain grassland, coniferous/deciduous forest, a drainage channel, and potential wetlands may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the Taxiway K Cargo Apron Hardstands would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway K Cargo Apron Hardstands may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, a drainage channel and wetlands occur within portions of the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new Taxiway K Cargo Apron Hardstands would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in

addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of crew buildings and snow storage facilities can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). The construction of the apron can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.9 Airfield Tunnel (Project #29)

This project would construct an underground four-lane roadway tunnel to connect Postmark Drive (west of the USPS building), under Runway 15-33 and associated taxiways, to the West Airpark. The tunnel would provide public access and airside vehicle access to the West Airpark.

The project concept includes two different tunnel segments. The first tunnel segment would be approximately 2,700 feet long, and underly Taxiway R, Runway 15-33, and Taxiway Y. The first segment would surface west of Taxiway Y and provide access to the West Airpark east of a potential new Runway 15R-33L (described in **Section C.3.1.10**). If a new runway is implemented at ANC, a second tunnel segment would be constructed under Runway 15R-33L and its parallel taxiway. The second tunnel segment would be approximately 1,800 feet long.

Both tunnel projects would include the construction of at-grade connection roads that would connect the tunnel(s) to existing surface roads. Both tunnels would be constructed on land within the airfield that is almost entirely disturbed and graded, though NWI-mapped wetlands are shown within the project footprint. The environmental resource categories that may be affected by the airfield tunnels are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the tunnel(s) would not increase or change aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the locations of the airfield tunnel(s) and connection roads. However, portions of the project area potentially contain grassland and wetlands that may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species may

occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the tunnel(s) would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground in select locations. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the tunnel(s) would increase the demand for electricity for lighting; however, the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur along the tunnel(s) route. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The tunnel(s) and connection roads would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources. Lastly, a groundwater study may be required to ensure the project is feasible to construct.

NEPA Documentation Guidance

The construction of a tunnel(s) is not identified as a project that can be categorically excluded under FAA Order 1050.1G. Therefore, an EA is anticipated to be the appropriate NEPA documentation for this project.

C.3.1.10 Runway 15R-33L and New Taxiways (Project #30)

To meet projected cargo aircraft operations, the Airport would first optimize existing facilities at ANC and the Fairbanks Airport prior to considering additional runway capacity. A study would be conducted to evaluate constructing an additional runway at any airport within the state of Alaska if/and when continued demand demonstrates a need for additional runway capacity. Implementation of a 4th runway at ANC would only be considered if another more suitable airport was not identified.

The preferred runway alternative, Runway 15R-33L, at ANC would be 8,000 feet long by 150 feet wide, located west and parallel to the existing Runway 15-33. The preferred 4th runway alternative would include a parallel taxiway, six taxiway connectors, and other supporting infrastructure (e.g., runway lighting). This project would require land acquisition from the MOA, including all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail. The location of the 4th runway would require rerouting the Tony Knowles Coastal Trail to the north and west of the potential new runway complex. To meet grading standards, fill would be required at the northern end of the runway, encroaching upon the coastal waters, floodplain, and the Anchorage Coastal Wildlife Refuge. The environmental resource categories that may be affected by the proposed 4th runway are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The change in aircraft fleet mix and increased cargo operations associated with the new runway would likely require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

Because the federally endangered short-tailed albatross (*Phoebastria albatrus*) has the potential to occur along the Anchorage Coastal Wildlife Refuge, a Biological Assessment may be required, including consultation with the USFWS. The location of the proposed 4th runway also contains mixed coniferous and deciduous forest that may provide habitat for migratory birds, sensitive species, and local wildlife. Therefore, a biological site survey and coordination with the ADFG may also be necessary for NEPA documentation.

Coastal Resources

Construction of the 4th runway would require fill to be placed at the northern end of the runway, which would encroach upon the Anchorage Coastal Wildlife Refuge. While Alaska no longer participates in the CZMA National Coastal Management Program, coordination with the ADFG may be required concerning potential impacts to the Refuge and other coastal resources in the vicinity of the proposed runway.

Department of Transportation, Section 4(f)

Construction of the 4th runway would result in the acquisition of all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail, referred to as “physical use” under Section 4(f). The location of the 4th runway would require rerouting of the Tony Knowles Coastal Trail. Construction of the 4th runway may have indirect impacts, or “constructive use,” to Kincaid Park, Point Woronzof Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge. Constructive use may include impacts such as noise, access restrictions, vibration, ecological intrusions, and visual effects. A Section 4(f) evaluation would be required for the physical use and constructive use of Section 4(f) properties. In compliance with Section 4(f), the Airport would need to demonstrate that there is no feasible or prudent alternative to the use of Section 4(f) properties and consult with the MOA and Department of Interior (DOI) Office of Environmental Policy and Compliance (OEPC).

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operation of the runway would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport’s APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground and the project may affect the Point Woronzof area, which was identified as an area of concern to local Tribes during previous consultation efforts. Therefore, an archaeological survey and FAA coordination with the Alaska OHA and local Tribes would likely be required.

Land Use

Construction of the 4th runway would result in the conversion of land zoned by the MOA as Parks/Open Space, and land designated as Park/Natural Area in the Anchorage 2040 Land Use Plan, to that of the Airport, Railroad, or Port Facility designation. Therefore, the land use conversion associated with this project is inconsistent with the current zoning and land use

planning of the MOA. The Airport would likely need to apply for a zoning map amendment with the MOA Planning Department; a zoning map amendment requires publicly noticed meetings with, and approval by, the Planning and Zoning Commission and Assembly (the elected legislative body of Anchorage).⁴⁰

Natural Resources and Energy Supply

Construction of the runway and parallel taxiway would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the runway would require electricity for lighting and navigational aids (NAVAIDs), though the increase in electricity would not exceed supplies available from the Chugach Electric Association.

Noise and Noise-Compatible Land Use

The location of the proposed 4th runway would change the existing noise contours. Therefore, new noise contours would need to be modeled using the most recent version of the Aviation Environmental Design Tool (AEDT) to account for the new runway location. Noise-sensitive land uses that may be affected by the 4th runway include Kincaid Park, Point Woronzof Park, Tony Knowles Coastal Trail, Point Woronzof Buffer Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge. Additionally, a noise analysis may be needed to determine effects on historical, architectural, archaeological, and cultural resources; or socioeconomics, environmental justice, and children's health and safety risks.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

The proposed 4th runway would increase the potential for tenant development and revenue generation at the Airport, and employment opportunities for the community, which may result in induced or secondary economic effects. The proposed 4th runway would not directly affect any residential communities, schools/childcare facilities, or businesses, the nearest being over 1 mile south, 1.5 miles southeast, and a 0.5-mile east, respectively. Construction of the 4th runway would require the temporary closure and relocation of a public access road around the Airport. If significant impacts are identified for other resource categories, such as air quality and noise, resulting from the 4th runway, those impacts could be considered a disproportionately high and adverse effect on environmental justice communities or children's health and safety. Therefore, an analysis of indirect, induced, and secondary effects of the proposed 4th runway related to socioeconomics, environmental justice, and children's health and safety risks may be required for NEPA documentation.

⁴⁰ Municipality of Anchorage, Planning Department, Rezone. Accessed: <https://www.muni.org/Departments/OCPD/Planning/zoning/selfHelp/Pages/Rezone.aspx>, September 2024

Visual Effects

The proposed 4th runway would be consistent with the visual character, and emit similar light emissions, as other Airport infrastructure. However, the acquisition of all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail would result in visual effects to those resources. The proposed 4th runway may also visually affect Kincaid Park, Point Woronzof Buffer Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge due to additional light emissions and changes to the viewshed. An analysis of visual effects would likely be required for NEPA documentation.

Water Resources

Based on the NWI, wetlands may occur within the proposed 4th runway footprint, including Estuarine and Marine Wetlands along the coast. Therefore, a wetland delineation and coordination with the USACE may be required. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The footprint of the proposed 4th runway would also encroach upon the 100-year floodplain, as shown in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels #0200050710d and #0200050720d.⁴¹ Before construction, the Airport would need to apply for a Flood Hazard Permit with the MOA Project Management and Engineering Department.⁴² The new runway would increase impervious surfaces at the Airport and would likely require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of a new runway is identified as an action normally requiring an EA in FAA Order 1050.1G, Section 1.5 provided the airport is not in a metropolitan statistical area (MSA). However, since the Airport is located within an MSA,⁴³ and there is the potential for significant impacts to Section 4(f) resources; Historical, Architectural, Archaeological, and Cultural Resources; and coastal resources, an EIS is anticipated to be the appropriate NEPA document for this project.

⁴¹ Municipality of Anchorage, Project Management and Engineering Department, FEMA Flood Hazard Maps. Accessed: <https://www.anchoragewater.com/femaFHmaps.html>, September 2024.

⁴² Municipality of Anchorage, Project Management and Engineering Department, Flood Hazard Permits. Accessed: https://www.muni.org/Departments/project_management/pages/floodhazard.aspx, September 2024.

⁴³ U.S. Census Bureau, Anchorage AK Metropolitan Statistical Area. Accessed: https://www2.census.gov/geo/maps/econ/ec2012/cbsa/EC2012_310M200US11260M.pdf, September 2024.

C.3.2 Terminal Development Projects

The Airport's recommended terminal development projects aim to improve overall functionality within the existing terminal infrastructure and to accommodate forecast aviation demand, including additional airline ticketing space, security checkpoint lanes, holdrooms, retail space, expanded outbound baggage handling and screening facilities, and increased gate capacity.

C.3.2.1 A Concourse and B Concourse Expansions (Projects #7 and #8)

This project would expand A Concourse by approximately 6,100 square feet (SF) to accommodate new concession, restroom, and circulation space; two new holdrooms; and two new turboprop aircraft gates. B Concourse would be expanded by 96,400 SF to accommodate new Transportation Security Administration (TSA) screening and support facilities; retail, concession, restroom, and circulation space; inbound and outbound baggage facilities; two new holdrooms; and two new jet aircraft gates. These two projects would likely be constructed concurrently. The environmental resource categories that may be affected by the A Concourse and B Concourse expansions are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The four additional gates would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the age of the existing A Concourse and B Concourse buildings (1965 and 1969, respectively), surveys for asbestos and lead paint and subsequent abatement activities may be required within the expansion areas prior to construction. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The expanded A Concourse and B Concourse facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the expanded A Concourse and B Concourse would increase

the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Water Resources

The A Concourse and B Concourse expansions would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The A Concourse and B Concourse expansions can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565) and any hazardous materials are remediated prior to construction. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.2.2 C Concourse Expansion (Project #16)

This project would expand C Concourse by approximately 120,900 SF to accommodate new concession, restroom, and circulation space; outbound baggage facilities; two new holdrooms; and two new jet gates. The environmental resource categories that may be affected by the C Concourse expansion are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The two additional gates would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The expanded C Concourse facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local

regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the expanded C Concourse would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Water Resources

The C Concourse expansion would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The expansion of C Concourse can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.2.3 North Terminal Expansion (Project #24)

This project would expand the North Terminal by 146,000 SF to accommodate new Customs and Border Protection (CBP) passenger screening facilities; TSA screening and support facilities; retail, concession, restroom, and circulation space; inbound and outbound baggage facilities; reconfigured and expanded holdrooms; and nine modernized jet aircraft gates. The environmental resource categories that may be affected by the North Terminal project are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The addition of nine usable gates combined with the Airport's forecast increase in aircraft operations may require an Operational Emissions Inventory.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the age of the existing North Terminal (1978), a survey for asbestos and lead paint and subsequent abatement activities within the North Terminal renovation and expansion area may be required prior to construction. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The North Terminal project would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the North Terminal project would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

The addition of nine usable gates combined with the Airport's forecast increase in aircraft operations may require new noise contours to be modeled at the discretion of the FAA. Any noise modeling would use the most recent version of the Aviation Environmental Design Tool (AEDT) that accounts for the increase in aircraft operations.

Water Resources

The North Terminal renovation and expansion would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The renovation and expansion of the North Terminal can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565) and any hazardous materials are remediated prior to construction. Absent extraordinary circumstances or significant impacts that cannot be mitigated, a CATEX is anticipated to be the appropriate NEPA document.

If the FAA considers the North Terminal renovation and expansion substantial, an EA may be necessary.

C.3.3 Landside Development Projects

The Airport's recommended landside development projects aim to repurpose and expand existing landside areas to meet current and projected vehicle parking needs.

C.3.3.1 Point Woronzof Road / West End Road Realignment (Project #9)

This project would construct and realign approximately 8,500 feet (1.6 miles) of Point Woronzof Road to the west of its current position to accommodate proposed West Airpark developments. The project would also reconstruct approximately 1,100 feet of West End Road to the north of its current position to accommodate the proposed fuel farm expansion. Portions of the existing Point Woronzof Road and West End Road would be demolished during the construction of the West Airpark and fuel farm expansion. Current access to facilities in the West Airpark and other areas owned by the Municipality of Anchorage would be maintained. Both road realignments would be constructed through undeveloped mixed coniferous and deciduous forests, including small areas identified as wetlands on the NWI. The environmental resource categories that may be affected by the Point Woronzof Road and West End Road realignments are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the road realignments would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road realignment locations. However, the roads would be constructed through undeveloped mixed coniferous and deciduous forests, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the realigned roads would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of

according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on large areas of pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the roads would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the realigned roads would require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur within the realigned road locations. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The realigned roads would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the project and NEPA documentation is required, construction of the road realignments can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(a). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.2 North Hold Pad (Project #13)

This project would construct an aircraft hold pad east of the Taxiway R and Taxiway Q intersection. The hold pad would be approximately five acres in size. The hold pad would provide a location for temporary parking for run-up and pre-departure activities while avoiding interference with runway departure queues. The hold pad would have a capacity of one ADG-VI

aircraft. The North Hold Pad would be constructed mostly on land that has been previously disturbed and graded. However, the eastern edge of the hold pad would extend onto undeveloped land consisting of mixed coniferous and deciduous forest, and in a location identified as wetlands by the NWI. The environmental resource categories that may be affected by the North Hold Pad are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the aircraft hold pad would not increase or change the type of aircraft operations or the type of aircraft operating at the Airport, an Operational Emissions Inventory is not anticipated to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road alignment locations. However, the eastern edge of the pad would extend onto undeveloped land consisting of mixed coniferous and deciduous forest, including wetlands, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the hold pad would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground along the eastern half of the hold pad. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the hold pad would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region.

Lighting may be installed along the edges of the hold pad, which would require electricity for operations. However, the increased demand for electricity resulting from the project is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur within the hold pad location. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The hold pad would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The North Hold Pad can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.3 Park, Ride & Fly Lot Expansion (Project #10)

This project would expand the existing Park, Ride & Fly parking lot onto adjacent undeveloped property, for an additional 220 parking spaces. The environmental resource categories that may be affected by the Park, Ride & Fly parking lot expansion are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment. A Construction Emissions Inventory may be necessary for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the parking lot expansion area. However, the area contains mature deciduous trees with a shrub understory that may provide habitat for migratory birds, sensitive species, and local wildlife. Therefore, biological site surveys and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operating the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the parking lot would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase in electricity would not exceed supplies available from the Chugach Electric Association.

Water Resources

According to the NWI, wetlands do not occur within the parking lot expansion area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the expanded parking lot would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff.

As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.4 New Parking Lot at Former ATCT Site (Project #26)

This project would construct a new surface parking lot with 270 outdoor parking spaces at the location of the former ATCT site. The demolition and relocation of the ATCT was initiated prior to this Master Plan Update. Therefore, the parking lot would be constructed on previously developed and graded land. The environmental resource categories that may be affected by the new parking lot construction on the former ATCT site are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Since the site was previously developed, construction of the parking lot would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking lots, may not be subject to FAA approval authority in compliance with Section 743 FAA of Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot

construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.5 New Parking Lot in East Airpark (Project #27)

This project would construct a new surface vehicle parking lot between South Aircraft Drive and International Airport Road, providing 700 parking spaces. The Airport owns the property, and the site consists of vacant lots, roadways, parking lots, and commercial buildings leased to tenants by the Airport. Implementation would require the Airport to wait for existing leases to expire or to negotiate with tenants for the early termination of leases. The environmental resource categories that may be affected by the new parking lot construction are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment. A Construction Emissions Inventory may be necessary for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the site is previously developed and disturbed, some vacant lots and common areas contain trees, shrubs, and grasses that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*). Due to existing development and the commercial/industrial setting, the area does not provide quality wildlife habitat and sensitive species, such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the potential age of existing buildings at the site, a survey for asbestos and lead paint and subsequent abatement activities within the existing buildings may be required prior to demolition activities. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operating the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction of the parking lot would include ground-disturbing activities on pervious ground, particularly on vacant lots. Therefore, an archaeological survey may be required. Further, an architectural survey may be required for any buildings exceeding or approaching 50 years of age. These surveys would include FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the parking lot would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase would not exceed supplies available from the Chugach Electric Association.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

Implementation of this project would require ending leases with existing commercial tenants, who would have to relocate their facilities to other parts of the city. However, the number of relocations would not be extensive enough to cause severe economic hardship to the community.

Water Resources

According to the NWI, wetlands do not occur within the area, and most of the area is paved or developed. However, a wetland delineation may be required to confirm the presence or absence of wetlands within vacant lots. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the parking lot would slightly increase impervious surfaces. Therefore, the existing stormwater storage and drainage facilities surrounding the site could likely accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking lots, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. If the FAA considers the commercial tenant relocations to be extensive, or if any hazardous materials cannot be remediated prior to construction, an EA may be necessary.

C.3.3.6 Logistics Drive (Project #25)

This project would construct a new public access road called Logistics Drive. Logistics Drive would be approximately 6,200 feet (1.2 miles) long. The new road would connect with Postmark Drive near the North Terminal and extend north and parallel to Postmark Drive until it intersects with Northern Lights Boulevard. The new road would allow more land to be developed for aeronautical uses within the North Airpark and would absorb the capacity of Postmark Drive, which eventually would be a part of the airside of the Airport in the long-term. Portions of the new road would be constructed on previously disturbed and graded land. However, most of the road would be constructed through undeveloped mixed coniferous/deciduous forest and areas identified as wetlands on the NWI. The environmental resource categories that may be affected by Logistics Drive are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new road would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road alignment locations. However, the new road would be constructed through undeveloped mixed coniferous and deciduous forests, including wetlands, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the new road would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on large areas of pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the new road would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the roads would require electricity for lighting, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands occur throughout the new road location. Therefore, a wetland delineation would likely be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new road would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the non-aeronautical development and NEPA documentation is required, construction of the road can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(a) absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds. However, due to the extent of wetlands within the project footprint that would likely require a USACE individual Section 404 permit, an EA is anticipated to be the appropriate NEPA document.

C.3.3.7 New Parking Garage at Lot F (Project #17)

This project involves the construction of an 885-stall parking garage at the location of an existing surface parking lot, referred to as "Lot F." Therefore, the parking garage would be constructed on previously paved and graded land. The environmental resource categories that may be affected by the new parking garage construction at the Lot F site are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new parking garage would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the parking garage would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, concrete, doors, paint, etc. These resources are available in ample supply within the region. The operation of the parking garage would increase electricity demand, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Visual Effects

The new parking garage at the Lot F site would be consistent with the visual character, and emit similar light emissions, to the surrounding infrastructure. While the new parking garage is unlikely to be visible from visually-protected resources such as Section 4(f) resources, historic resources, and coastal resources, a visual effects analysis may be required.

Water Resources

Since the site was previously paved, construction of the parking garage would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as a vehicle parking garage, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking garage construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.4 Support Facilities Development Projects

C.3.4.1 Aircraft Rescue Firefighting (ARFF) Relocation (Project #20)

The existing ARFF facility is aging and requires expansion and modernization to maintain its safety and security functions. This project would construct a new ARFF facility and supporting infrastructure (e.g., roadways, parking lot, utilities) at a new location north of Taxiway K and immediately west of Taxiway Y, which has been previously disturbed and graded. The new centralized location would serve all existing and future runways, ensuring efficient operations and swift response times. The old ARFF facility would be renovated and reused for other purposes, potentially including police support. The environmental resource categories that may be affected by the ARFF relocation are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new ARFF facility would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the area north of Taxiway K is graded and disturbed, construction would include ground-disturbing activities on pervious ground. Therefore, a biological site survey and coordination with the ADFG may be required. The area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*).

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Since operations would remain similar between the old ARFF location and the new ARFF location, there would be no significant change in solid waste generated by the facility following construction. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

While most of the area north of Taxiway K is graded and disturbed, construction would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, concrete, asphalt, paint, etc. These resources are available in ample supply within the region. Since operations would remain similar between the old ARFF location and the new ARFF location, there would likely be no significant change in the demand for electricity, natural gas, water, and sewer utilities.

Visual Effects

It is unlikely that the new ARFF facilities would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). While unlikely, an analysis of visual effects may be required for NEPA documentation.

Water Resources

According to the NWI, wetlands do not occur within the ARFF relocation area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the new ARFF and associated infrastructure would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if FAA retains approval authority and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of the new ARFF facility can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEx is anticipated to be the appropriate NEPA document.

C.3.4.2 Fuel Farm Expansion (Project #21)

This project would expand the existing fuel farm onto approximately 16.2 acres north of the existing facility to meet the projected increase in fuel demands from forecast aircraft operations. The expansion would include new aviation fuel tanks, pumps, and distribution systems. The

centralized location would serve all existing and future aircraft parking areas, maintain operational efficiency, and streamline fueling services across the airport.

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new fuel farm would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

The 16.2 acres contain mixed coniferous and deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*).

Hazardous Materials, Solid Waste, and Pollution Prevention

Aircraft fuel constitutes the largest quantity of hazardous substances stored and managed at the Airport. Therefore, the construction and operation of the expanded fuel farm would need to comply with the Airport's APDES MSGP (#AKR061001), which includes spill prevention and countermeasures for fuel and other hazardous materials. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Before construction, the contractor would need to obtain an ADEC CGP and implement the SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as steel, fuel tanks, piping, concrete, asphalt, paint, etc. These resources are available in ample supply within the region. The fuel farm expansion could significantly increase the operational demand for fuel, electricity, natural gas, and/or water.

Visual Effects

It is unlikely that the fuel farm expansion would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). While unlikely, an analysis of visual effects may be required for NEPA documentation.

Water Resources

According to the NWI, wetlands do not occur within the area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the fuel farm would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The establishment of fuel storage and distribution systems is identified as an action normally requiring an EA in FAA Order 1050.1G, Section 1.5. Therefore, an EA is anticipated to be the appropriate NEPA documentation for this project.

C.3.4.3 South Airpark Infill and Eastward Expansion (Project #22)

This project would provide approximately 28.8 acres of land available for lease within the South Airpark for corporate and GA development. The development would be market-driven and would likely include new buildings, hangars, aprons, taxilanes, vehicle parking lots, and supporting infrastructure (e.g., utilities). Approximately 15.2 acres west of Taxiway F is vacant land containing trees and other vegetation. The other 13.6 acres east of Taxiway F is paved and developed and is at the location of the historic Kulis Hangar (see **Section C.2.7**). The environmental resource categories that may be affected by the South Airpark Infill and Eastward Expansion development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Should the Airport experience a change in aircraft fleet mix or a significant increase in GA operations associated with this project, an Operational Emissions Inventory may be necessary for NEPA documentation.

Biological Resources

The 15.2 acres of vacant land contains mixed coniferous and deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*). The other 13.6 acres east of Taxiway F is paved and developed and would unlikely require a biological site survey.

Department of Transportation, Section 4(f)

The 13.6 acres east of Taxiway F contains the historic Kulis Hangar, listed on the NRHP. The full 28.8 acres west of Taxiway F are undeveloped and may contain NRHP-eligible archaeological resources. NRHP-listed and -eligible properties are also Section 4(f) properties. Prior to development, an archaeological survey and architectural survey would likely be required, including FAA coordination with the Alaska OHA, local Tribes, and the Alaska Military Heritage Museum (see Historical, Architectural, Archaeological, and Cultural Resources section below for more information). A Section 4(f) evaluation would be required if there were any direct (physical use) or indirect (constructive use) effects on the Kulis Hangar or other NRHP-eligible properties under Section 4(f). If a physical or constructive use were to occur as a result of the project, the Airport would need to demonstrate that there is no feasible or prudent alternative to the use of Section 4(f) resources, and coordinate with the MOA and DOI OEPC.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the new Corporate and GA facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

The 13.6 acres east of Taxiway F contains the historic Kulis Hangar, listed on the NRHP. The 28.8 acres west of Taxiway F are undeveloped and may contain NRHP-eligible archaeological resources. Prior to development, an archaeological survey and architectural survey would likely be required, including FAA coordination with the Alaska OHA, local Tribes, and the Alaska Military Heritage Museum. Other environmental studies, such as a noise analysis and visual effects analysis, may be used to assess project effects on NRHP-listed and -eligible properties. These studies and surveys would determine whether the development would adversely affect

the Kulis Hangar or any newly identified NRHP-eligible properties. Should the development adversely affect historic properties, adverse effects would need to be mitigated through a Memorandum of Agreement between the Airport, Alaska OHA, Alaska Military Heritage Museum, participating Tribes, and interested parties.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the new Corporate and GA facilities would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

Should the Airport experience a change in aircraft fleet mix or a significant increase in GA operations associated with this project, new noise contours using the most recent version of the AEDT may need to be modeled that account for the increase in GA operations. Additionally, a noise analysis may be needed to determine project effects on other resource categories, such as Section 4(f) resources and historical, architectural, archaeological, and cultural resources.

Visual Effects

The Corporate and GA development would be consistent with the visual character of the South Airpark. However, an analysis of visual effects may be required in addition to the architectural survey to ensure the development does not visually affect (adversely affect) the Kulis Hangar (refer to the Historical, Architectural, Archaeological, and Cultural Resources section above).

Water Resources

According to the NWI, wetlands do not occur within the undeveloped area west of Taxiway F. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of GA and Corporate facilities, particularly on vacant land, would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as corporate buildings, roadways, and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1F, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of new hangars and buildings can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(f) and B-2.4(h), respectively. The construction of aprons, approach ramps, and taxiways can be categorically excluded under FAA Order 1050.1F, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. An EA may be necessary if a Section 4(f) evaluation is needed, or the FAA considers the Corporate and GA development a substantial expansion.

C.3.5 Summary of Anticipated NEPA Documentation, Surveys, Permits, and Agency Approvals

Table C-1 summarizes the anticipated level of NEPA documentation, environmental permits, surveys, and agency consultation that may be required for each development alternative.

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Table C-1

Anticipated NEPA Documentation, Studies, Permits, and Agency Consultation for Preferred Development Projects

Project Type	Project	Anticipated NEPA Document ^{a/}	Potential Environmental Studies and Permits	Potential Agency Consultation
Airside	North End Tug Road Extension (Project #3)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Twy Z Extension from Twy E to Rwy 25L end (Project #2)	CATEX	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	Twy Z Extension from Twy H to Rwy 7R end (Project #12)	CATEX	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	West Airpark Cargo Tenant Buildout (Project #14)	CATEX <i>*EA if FAA considers development substantial</i>	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Taxiway Y Cargo Apron Hardstands (Project #11)	CATEX	Construction Emissions Inventory Biological Site Survey PFAS Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE

Project Type	Project	Anticipated NEPA Document ^{a/}	Potential Environmental Studies and Permits	Potential Agency Consultation
	New Connector Taxiway from Rwy 25L to Twy K (Project #23)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	P4 Aircraft Hardstand Apron and Taxilane P Extension (Project #23)	EA <i>*CATEX if Nationwide Permit applies to the project.</i>	Construction Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	Taxiway K Cargo Apron Hardstands (Project #28)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Airfield Tunnel (Project #29)	EA	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Rwy 15R-33L and New Taxiways (Project #30)	EIS	Construction Emissions Inventory Operational Emissions Inventory Biological Assessment Biological Site Survey Section 4(f) Evaluation Construction General Permit PFAS Survey Archaeological Survey Zoning Map Amendment Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit Flood Hazard Permit	ADFG USFWS MOA DOI OEPC ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE

Project Type	Project	Anticipated NEPA Document ^{a/}	Potential Environmental Studies and Permits	Potential Agency Consultation
Terminal	A & B Concourse Expansions (Projects #7 and #8)	CATEX	Construction Emissions Inventory Asbestos/Lead Paint Survey Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	C Concourse Expansion (Project #16)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	North Terminal Expansion (Project #24)	CATEX <i>*EA if FAA considers development substantial</i>	Construction Emissions Inventory Operational Emissions Inventory Asbestos/Lead Paint Survey Construction General Permit PFAS Survey Noise Analysis	ADEC Alaska DOT&PF
Landside	Point Woronzof Rd/ West End Rd Realignment (Project #9)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	North Hold Pad (Project #13)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Park, Ride & Fly Lot Expansion (Project #10)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	New Parking Lot at Former ATCT Site (Project #26)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF

Project Type	Project	Anticipated NEPA Document ^{a/}	Potential Environmental Studies and Permits	Potential Agency Consultation
	New Parking Lot in East Airpark (Project #27)	CATEX <i>*EA if FAA considers commercial tenant relocation extensive</i>	Construction Emissions Inventory Biological Site Survey Asbestos/Lead Paint Survey Construction General Permit PFAS Survey Archaeological and Architectural Historic Survey Wetland Delineation Individual/Nationwide Permit	ADFG Alaska DOT&PF ADEC Alaska OHA Local Tribes USACE
	Logistics Drive (Project #25)	EA <i>*CATEX if Nationwide Permit applies to the project.</i>	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	New Parking Garage at Lot F (Project #17)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey Visual Effects Analysis	ADEC Alaska DOT&PF
	Relocated Aircraft Rescue & Firefighting (ARFF) Station (Project #20)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Fuel Farm Expansion (Project #21)	EA	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	South Airpark Infill and Eastward Expansion (Project #22)	CATEX <i>*EA if Section 4(f) evaluation is necessary, or</i>	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Archaeological Survey Architectural Historic Survey	ADFG USFWS ADEC Alaska DOT&PF DOI OEPC

Ted Stevens Anchorage International Airport
Airport Master Plan Update

Project Type	Project	Anticipated NEPA Document ^{/a/}	Potential Environmental Studies and Permits	Potential Agency Consultation
		<i>the FAA considers development substantial</i>	Section 4(f) Evaluation Construction General Permit PFAS Survey Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	MOA Alaska OHA Local Tribes Alaska Military Heritage Mus. USACE

Source: RS&H, 2024.

Notes: /a/ Typical duration of NEPA document depending on complexity: CATEX 3 to 12 months; EA 1 to 2 years; EIS 3 to 5 years.



March 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix D – Airfield Capacity Analysis**





Ted Stevens
Anchorage International Airport
Master Plan Update
Appendix D – Airfield Capacity Analysis

FINAL

March 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

RS&H Project No.: 1047-0071-000

Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

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Table of Contents

APPENDIX D Airfield Capacity Assessment0

D.1 Analysis Overview 1

D.2 Simulation Process..... 2

D.3 ANC Master Plan Modeling Approach.....3

D.4 Modeling Inputs4

 D.4.1 Design Day Flight Schedule4

 D.4.2 Fleet Mix8

 D.4.3 Airfield Configurations9

 D.4.4 Runway Use Configurations and Annual Delay Calculation..... 12

 D.4.5 Aircraft Separation..... 13

D.5 Model Calibration 16

D.6 Airfield Simulation – Baseline Configuration Analysis..... 18

 D.6.1 Airfield Overview in Baseline Analysis 20

 D.6.2 Parking Position Assignments in Baseline Analysis..... 21

 D.6.3 Aircraft Ground Movements in Baseline Analysis..... 22

 D.6.4 Simulation Results 22

D.7 Airfield Simulation – Alternative Configurations Analysis 26

 D.7.1 Airfield Overview 26

 D.7.2 Parking Position Assignments..... 28

 D.7.3 Aircraft Ground Movements 29

 D.7.4 Simulation Results 33

D.8 Comparative Summary and Performance Ranking 35

List of Tables

Table D-1 Design Day Flight Schedule Operations Summary	5
Table D-2 Baseline Airfield Demand/Capacity Results	25
Table D-3 Airfield Peak Hour Demand Capacity Results – Baseline and Airfield Alternatives.....	37

List of Figures

Figure D-1 Design Day Operations – Baseline PAL Demand.....	6
Figure D-2 Design Day Operations – PAL 1 Demand.....	6
Figure D-3 Design Day Operations – PAL 2 Demand.....	7
Figure D-4 Design Day Operations – PAL 3 Demand.....	7
Figure D-5 Runway Use Configurations	10
Figure D-6 Baseline Model Congestion in Central Area of Airport.....	24
Figure D-7 Baseline Model Congestion on Taxiway R and Taxiway K	24
Figure D-8 Airfield Alternative 1 Scenario	30
Figure D-9 Airfield Alternative 2 Scenario	31
Figure D-10 Airfield Alternative 3 Scenario.....	32

APPENDIX D

Airfield Capacity Assessment

D.1 Analysis Overview

Fast-time computer simulation was used to analyze the operation of Ted Stevens Anchorage International Airport (ANC, or the Airport) in future conditions with greater numbers of aircraft operations and changes in locations of aircraft handling infrastructure. AirTOP was used to complete this analysis.

AirTOP fast-time simulation modeling is a high fidelity, rule-based approach to analyzing airport and airspace operations by simulating aircraft and air traffic control processes at speeds much faster than real time. Using detailed operational logic and real-world inputs such as flight schedules, procedures, infrastructure layouts, and airspace rules, AirTOP allows planners to run hours or days of operations in minutes to test “what if” scenarios. This enables rapid evaluation of capacity, delay, throughput, controller workload, and system performance across terminal, airside, runway, and airspace environments, supporting informed planning and investment decisions without disrupting live operations.

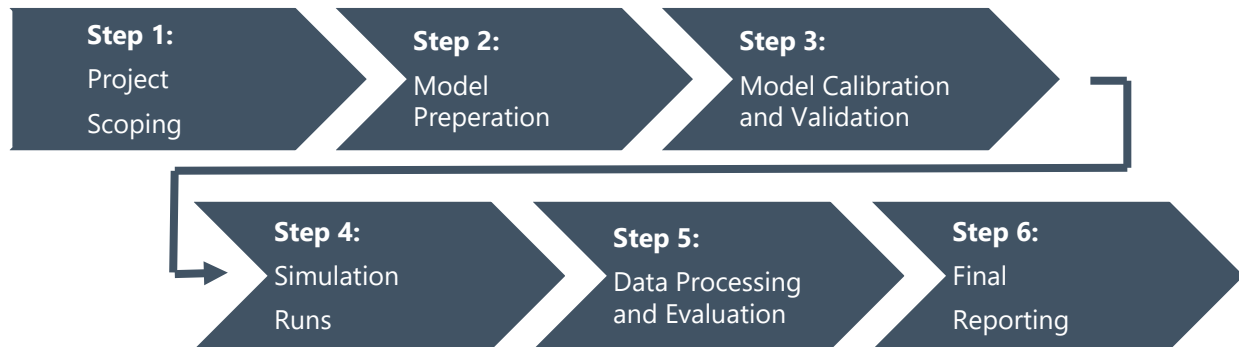
The previous ANC Master Plan, completed in 2014, evaluated Airport runway capacity and included a runway capacity preferred alternative to be implemented at a future level of demand. The analysis completed as part of this Master Plan did not re-evaluate runway capacity. Instead, AirTOP was used to evaluate the performance of the Airport’s taxiways and aircraft gate locations with the existing three-runway airfield.

The airfield analysis specifically evaluated changes and additions to the taxiway system to serve aircraft parking and servicing facilities in the West Airpark and South Airpark and evaluated additional taxiways to serve more aircraft taxi operations in all areas of the Airport.

The simulation results demonstrated that the existing three runway airfield can continue to operate at an acceptable level of efficiency with planned cargo developments in the South Airpark and West Airpark through Planning Activity Level (PAL) 2. The analysis evaluated the existing three runways and taxiway system, including future Taxiway Z, which is under construction. As demand grows beyond PAL 2 and toward PAL 3, congestion and delay will increase, potentially exceeding airline-accepted delay levels during peak periods.

D.2 Simulation Process

The fast-time simulation process used for this study consisted of six steps:



Step 1: Fast-time simulation modeling was included at the project scoping phase when the team determined that there was a need to evaluate how airport operations may be impacted at higher demand levels (e.g. more flights). The scope of work at ANC has an additional focus on taxiway and cargo aircraft parking locations as previous analysis had established the runway system’s capacity.

Step 2: The AirTOP model is prepared by building a model of the airport. The initial model included the existing Airport airside infrastructure including runways, taxiways, and aircraft parking locations. The Airport’s operational parameters were also loaded into the model based on data collected from Airport operations personnel and air traffic control personnel.

Step 3: The AirTOP model was calibrated using existing data and performance metrics and coordination with air traffic control. An existing 24-hour schedule of aircraft operations was loaded into the model and compared to real-world performance data to confirm that the model accurately represented the function of the Airport.

Step 4: The team ran the simulation of existing and future scenarios. The future scenarios evaluated for ANC are described later in this document. The model runs produced information about airfield operations including delays and queues.

Step 5: The modeling team evaluated data and made comparisons between scenarios. Changes may be made to the scenarios at this stage to resolve identified issues or to accept the results. The results showed positive outcomes and demonstrated that higher levels of demand can be accommodated efficiently; in other cases, they resulted in untenable operational delays and congestion.

Step 6: Reporting of results was completed and documented. Reporting included tables, charts, narratives, imagery, and animations of the model. The planning team used these reports to share information with project stakeholders and make recommendations about what infrastructure or operational changes may be needed for the Airport to operate at an acceptable level of efficiency even with changes in demand levels.

D.3 ANC Master Plan Modeling Approach

The Master Plan included use of fast-time simulation modeling to evaluate anticipated growth in operations with the Airport's existing three runways. This reflects the results of a previously completed fast-time simulation analysis of the runway capacity of ANC. This analysis was part of the previous ANC Master Plan, completed in 2014. The 2014 analysis determined that the three-runway system would experience untenable delays when annual operations reach approximately 260,000. The previous study included extensive airline engagement, and the airlines involved determined that regular delays in excess of 30 minutes during peak periods would not be acceptable. That analysis was used to evaluate future runway capacity alternatives and resulted in planning to protect land to construct a second north-south parallel runway would be the most economical solution to serve long-term capacity needs. This Master Plan Update did not seek to re-evaluate that result.

In contrast, this Master Plan evaluated the ability of the existing three runways to accommodate growth and changes to aircraft parking areas and taxiways. This analysis was conducted when the Airport was experiencing a surge in air cargo demand during and after the COVID pandemic as well as growing interest from third-party developers to lease land and build new facilities at ANC to serve the air cargo industry.

The proposed cargo developments are located in the South Airpark, West Airpark, and North Airpark. Cargo operations had not previously been accommodated in the South and West Airparks. ANC was also in the design phase for a new full-length parallel taxiway south of Runway 7R-25L, identified as Taxiway Z. The new taxiway and proposed cargo infrastructure would change operations at ANC. The model was used to identify potential areas of congestion and plan infrastructure improvements, namely taxiways, to avoid untenable levels of congestion on the taxiway system.

The model analyzed airfield configurations and measured hourly and annual delays with planned cargo facility developments and new taxiways. The approach for this study included:

- Evaluating the operational impact of cargo activity in the West and South Airparks
- Evaluating the operational benefit of new taxiways
- Determining if the existing airfield can accommodate planned cargo developments
- Identifying whether additional taxiway infrastructure could address congestion identified in the no-action scenarios

The results evaluated congestion and delay impacts that would result from changes to taxiway and cargo parking infrastructure.

D.4 Modeling Inputs

D.4.1 Design Day Flight Schedule

A design day flight schedule (DDFS) is a detailed, time-sequenced representation of aircraft operations on a representative busy day used for airport planning and capacity analysis. Rather than reflecting the absolute peak or an average day, the design day is selected to typify high-demand conditions that drive facility and operational requirements. The schedule specifies individual arrivals and departures by time of day, aircraft type, airline, and operational characteristics, and is used as a core planning input to evaluate airfield, terminal, gate, and airspace performance under realistic stress conditions. By translating long-term traffic forecasts into an operationally credible daily profile, a DDFS allows planners to test infrastructure needs, identify constraints, and assess future improvements using consistent, repeatable demand assumptions.

The average day of the peak month in 2022 was used as the design day to prepare the DDFS for ANC. The peak month at ANC is traditionally a summer month. The peak month in 2022 was June. Thursday, June 23rd, 2022, was selected to be the base year design day which corresponds to an average day during the peak month. A future DDFS was prepared from the baseline schedule to represent activity on the peak day during PAL 1 through PAL 3.

The corresponding annual, design day, and peak hour operations associated with the four DDFS used for this analysis and summarized in the table below.

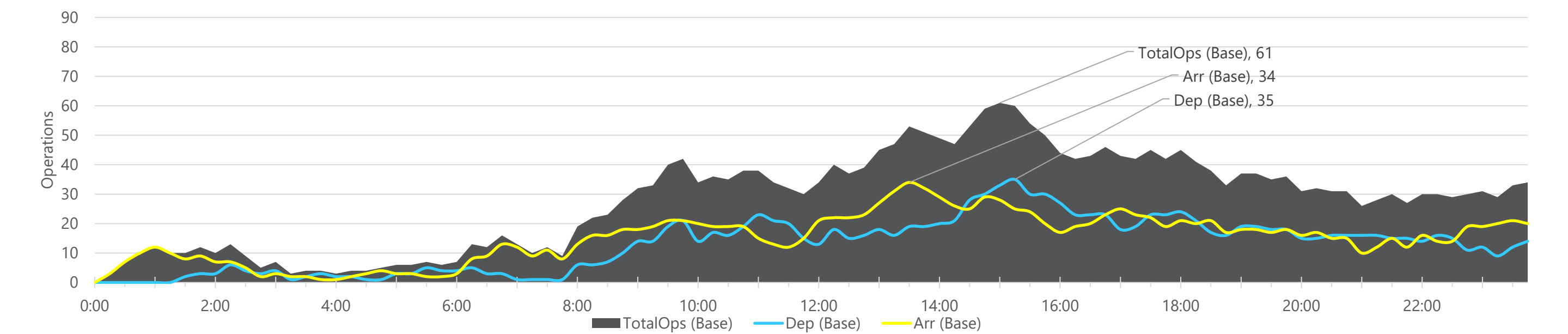
Table D-1
Design Day Flight Schedule Operations Summary

Demand Level	Baseline	PAL 1	PAL 2	PAL 3
Annual Operations	226,346	251,260	276,414	325,775
Design Day Operations	744	824	904	1,058
Peak Hour Operations	61	66	74	82

Source: RS&H, 2023

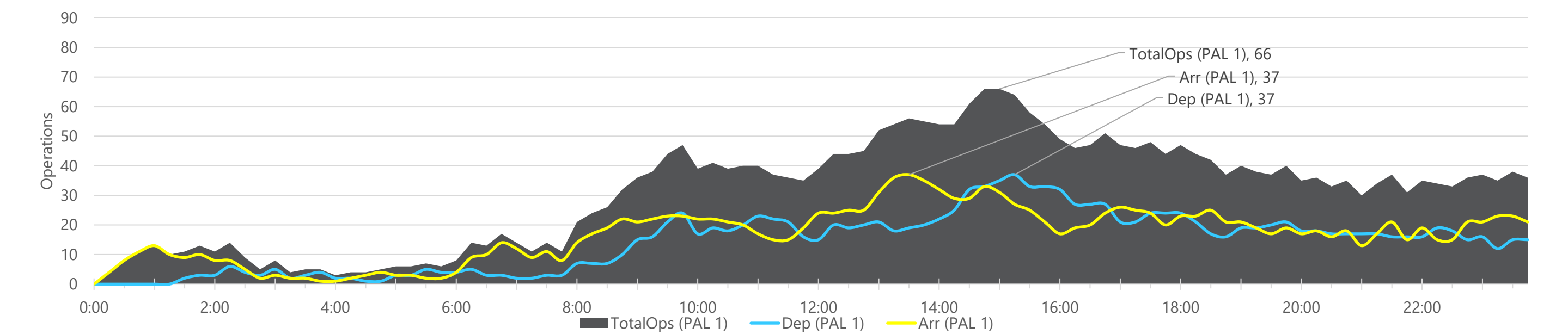
The baseline DDFS and three PAL schedules are presented in **Figure D-1, Figure D-2, Figure D-3, and Figure D-4**. The charts illustrate how operations are spread throughout the 24-hour operating day at ANC. The x axis of the charts represents a 24-hour period of time while the y axis illustrates the number of operations each hour. The grey background shows total operations while the blue and yellow lines illustrate arrivals and departures. These charts illustrate that most activity occurs throughout the daytime from about 8:00 AM to roughly 10:00 PM with the busiest period in the mid-afternoon between about 2:00 PM and 4:00 PM. This general distribution of activity is forecast to remain fairly constant in future years, though there is some spreading of activity that will result in busy periods occurring throughout more of the 24-hour operating day.

Figure D-1
Design Day Operations – Baseline PAL Demand



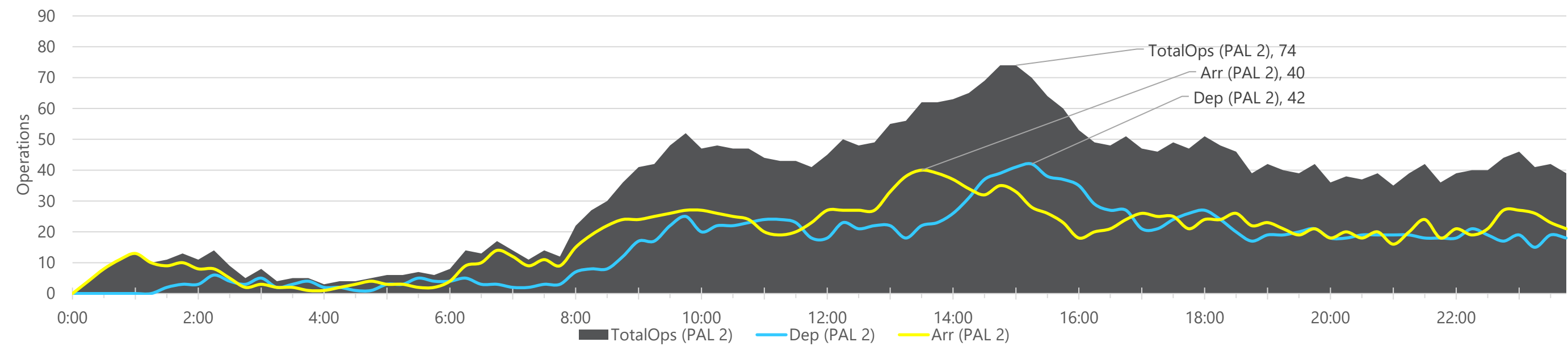
Source: RS&H, 2023

Figure D-2
Design Day Operations – PAL 1 Demand



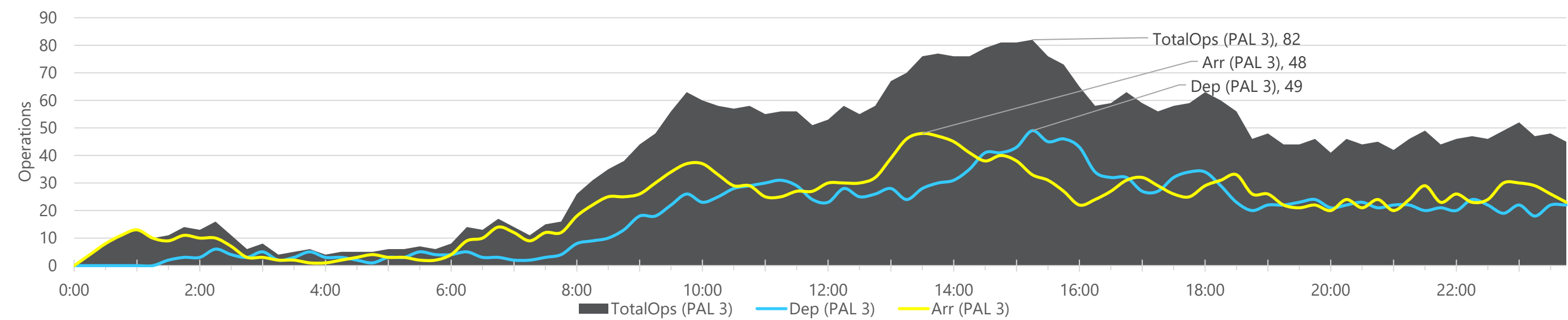
Source: RS&H, 2023

Figure D-3
Design Day Operations – PAL 2 Demand



Source: RS&H, 2023

Figure D-4
Design Day Operations – PAL 3 Demand



Source: RS&H, 2023

D.4.2 Fleet Mix

General Definition and Role in Airport Planning

In airport planning, fleet mix refers to the distribution of aircraft types operating at an airport, typically categorized by aircraft size, weight class, performance characteristics, and operational role (e.g., passenger, cargo, general aviation). Fleet mix is a foundational input to airfield planning because different aircraft impose very different demands on runways, taxiways, aprons, and air traffic control procedures. A small regional turboprop, a narrowbody jet, and a large widebody freighter may all count as a single operation in a forecast, but each affects airfield performance in distinct ways.

Because of these differences, fleet mix is not simply descriptive—it directly influences how efficiently an airport can process aircraft movements. As demand grows, the interaction between aircraft types becomes increasingly important in understanding when and where congestion, delay, or operational constraints will occur.

Importance of Fleet Mix in Capacity and Delay Analysis

Fleet mix is a critical factor in analyzing airport capacity and delay because aircraft size and performance drive many of the underlying mechanisms that limit throughput. Larger and heavier aircraft generally require greater runway occupancy times, increased wake turbulence separation, wider taxiway separations, and more complex gate and apron layouts. Conversely, smaller aircraft may operate more quickly but can be constrained when mixed with heavier aircraft that dictate conservative spacing and sequencing rules.

In capacity analysis, these effects manifest in both airside and ground operations. On the runway system, fleet mix influences arrival and departure spacing, runway crossing opportunities, and achievable peak-hour throughput. Taxiway systems are affected by taxi speeds, passing opportunities, and the ability to route aircraft efficiently without conflicts. When fleet mix is not properly represented, capacity analyses can either overstate or understate actual performance, leading to misleading conclusions about delay and the need for infrastructure improvements.

Fleet Mix in Fast-Time Simulation Modeling (AirTOP)

Fast-time simulation tools such as AirTOP explicitly incorporate fleet mix as a core modeling input. The model assigns performance characteristics, such as speed profiles, runway occupancy times, separation requirements, and taxiing behavior, based on aircraft class or specific fleet categories. This allows the simulation to capture the dynamic interactions between different aircraft types operating simultaneously on the airfield.

In AirTOP, fleet mix affects how aircraft are sequenced on runways, how they interact at taxiway intersections, and how congestion propagates through the system during peak periods. The

resulting delay metrics and capacity estimates therefore reflect not just the volume of operations, but the realism of how those operations actually occur. For airports with complex or non-standard operating environments, accurate representation of fleet mix is essential to producing credible results.

Fleet Mix Characteristics at Ted Stevens Anchorage International Airport

Ted Stevens Anchorage International Airport (ANC) has a distinctive fleet mix that differs markedly from many large U.S. commercial service airports. A defining feature of ANC's operation is its substantial volume of air cargo traffic, including frequent operations by very large widebody freight aircraft serving long-haul international and trans-Pacific routes. These aircraft have significant impacts on runway occupancy, wake turbulence separation, and taxiway utilization, and they strongly influence practical airfield capacity.

In addition to international cargo operations, ANC supports a diverse group of intrastate cargo carriers that provide air service to rural communities throughout Alaska. Many of these operators rely on vintage and specialized aircraft, including classic piston and turboprop types such as DC-6s, to transport food, fuel, and other critical goods to communities not accessible by road. These aircraft have different performance characteristics, taxi speeds, and operational needs than modern jet aircraft, further increasing the complexity of the overall fleet mix at ANC.

Application to the Anchorage Master Plan Airfield Analysis

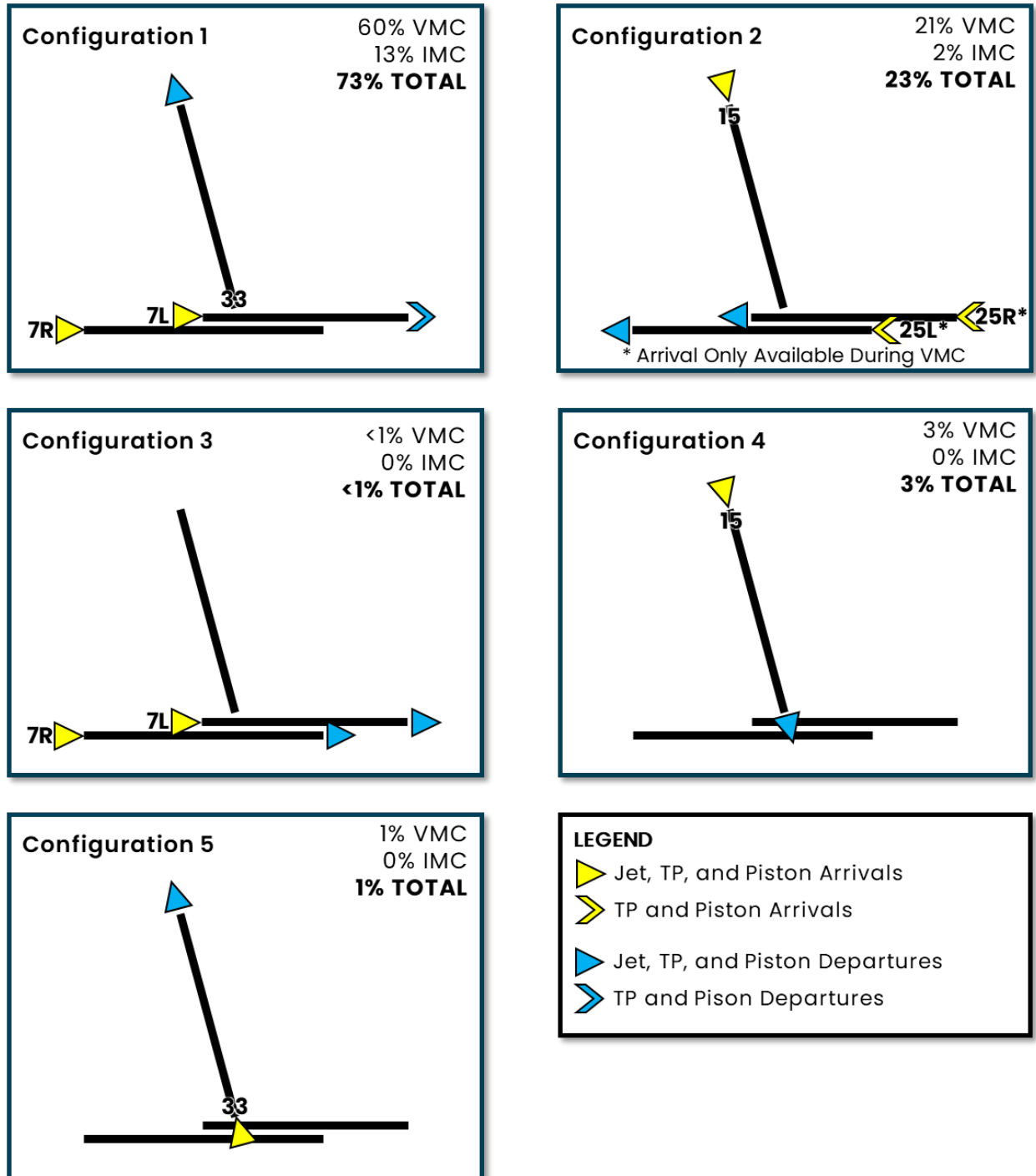
These fleet mix characteristics were considered in the preparation of the Anchorage International Airport Master Plan airfield capacity and delay analysis. The AirTOP modeling effort incorporated the unique blend of large international freighters, domestic passenger aircraft, and intrastate air carrier fleets to ensure that runway, taxiway, and apron performance was evaluated under realistic operating conditions. This analysis accounts for this diverse fleet mix, providing a more accurate assessment of capacity, delay, and the benefits of proposed airfield improvements, supporting informed decision-making for the Airport's long-term development.

D.4.3 Airfield Configurations

The airfield at Ted Stevens Anchorage International Airport (ANC) is comprised of three runways and three primary taxiways that support a range of operating configurations driven primarily by wind conditions and weather. Runway 15-33 is served by parallel Taxiway R to the east and Taxiway Y to the west. Runway 7L-25R is served by parallel Taxiway K to the north, while Runway 7R-25L does not currently have a parallel taxiway. The absence of a parallel taxiway on Runway 7R-25L is an important operational consideration and influences how that runway is used within several configurations. The five main runway use configurations are shown in **Figure D-5** and described below.

Ted Stevens Anchorage International Airport Airport Master Plan Update

Figure D-5
Runway Use Configurations



Source: RS&H, 2024

Note: Runway Use configuration percentages determined using NOAA hourly meteorological data collected by ANC ASOS from 2010-2022 and based on conditions described in ANC ATCT Standard Operating Procedures

A review of National Oceanic and Atmospheric Administration (NOAA) wind data and Air Traffic Control (ATC) standard operating procedures (SOPs) indicates that prevailing winds at ANC are typically from the east-southeast. As a result, the Airport most frequently operates in **Configuration 1**, which is used approximately 73 percent of the year, including 60 percent in Visual Meteorological Conditions (VMC) and 13 percent in Instrument Meteorological Conditions (IMC). Under Configuration 1, arrivals predominantly utilize Runways 7L and 7R, while departures operate from Runways 7L and 33. This configuration allows the Airport to take advantage of its intersecting runway system to accommodate high arrival and departure volumes simultaneously, particularly during peak cargo and passenger periods. Configuration 1 represents the Airport's primary and most operationally efficient runway use pattern and serves as the baseline condition for capacity and delay analysis.

When wind direction or operational constraints limit the use of Runways 7L and 7R for arrivals, the Airport transitions to **Configuration 2**, which is used approximately 23 percent of the year, consisting of 21 percent VMC and 2 percent IMC conditions. In Configuration 2, arrivals are conducted on Runway 15, while departures utilize Runways 25R and 25L. Due to visibility and separation requirements, Runways 25R and 25L are available for arrivals only during VMC in this configuration for turboprop and piston operations, as indicated in Figure D-5. Configuration 2 is the most common alternative operating condition and maintains a relatively high level of throughput, though with increased dependency on weather conditions and greater interaction between arriving and departing aircraft on intersecting runways.

Configuration 3 is used less than 1 percent of the year and occurs almost exclusively during VMC, with negligible use during IMC. In this configuration, winds dictate exclusive east flow operations, resulting in both arrivals and departures utilizing Runways 7L and 7R. Configuration 3 is also implemented during periods when Runway 15-33 is unavailable, such as during maintenance or construction activities, requiring all aircraft operations to be consolidated onto the east-west runway system. While this configuration supports continued Airport operations under constrained conditions, it offers reduced operational flexibility and capacity compared to the primary configuration due to the lack of a parallel taxiway on Runway 7R-25L and increased interaction between arriving and departing traffic.

Configuration 4, referred to as south flow, is used approximately 3 percent of the year, entirely during VMC. This configuration is driven by strong southerly winds that require all arrivals and departures to operate on Runway 15. Under south flow conditions, the intersecting runway system is not utilized for aircraft movements, and operations are concentrated on a single runway. As a result, Configuration 4 is operationally restrictive and supports lower throughput than configurations that allow simultaneous arrival and departure streams. Its use is generally limited to periods of sustained southerly winds when safety considerations necessitate aligned

runway operations. It's important to note that use of Configuration 4 has become slightly more common over the past decade and may reflect an increase in southerly wind patterns at the Airport.

Configuration 5 is the least frequently used runway use pattern, representing approximately 1 percent of use per year and exclusively in VMC. In this configuration, arrivals use Runway 33, while departures operate from Runway 7L-25R. Configuration 5 is typically associated with strong northerly wind conditions and is operationally less efficient than the primary configurations due to increased runway crossing movements and reduced flexibility for simultaneous arrivals and departures.

Together, these five operating configurations reflect the full range of wind, weather, and operational conditions experienced at ANC throughout the year. The relative frequency of each configuration, along with their differing runway assignments and weather dependencies, was explicitly incorporated into the airfield capacity and delay analysis. Configuration 1, with other configurations used as required outlined in **Figure D-5**, shape airfield performance and capacity, and inform the development and evaluation of airfield improvements considered in the Anchorage Master Plan Update.

D.4.4 Runway Use Configurations and Annual Delay Calculation

In fast-time airfield simulation modeling, runway use configurations are not evaluated in isolation; rather, each configuration is simulated separately and then combined in a weighted framework to reflect how the Airport operates over the course of a typical year. At Ted Stevens Anchorage International Airport (ANC), the runway use configurations described previously were derived from a review of NOAA wind data and ATC standard operating procedures and represent the set of operating conditions that occur throughout the year. These configurations form a fundamental input to the AirTOP simulation modeling process.

For the AirTOP analysis, each runway use configuration is modeled independently under both Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC), where applicable. Within each simulation, aircraft operations are assigned to runways consistent with the configuration definition, and aircraft movements are simulated across the runway, taxiway, and apron system. The model captures operational interactions such as runway sequencing, runway crossings, taxiway conflicts, and queue formation, and reports delay metrics on a per-aircraft basis for each configuration and weather condition.

The output of these simulations includes measures such as average peak-hour delay, average daily delay, and average delay per aircraft for each configuration. Some runway use configurations, particularly those that concentrate arrivals and departures on a single runway or

limit simultaneous operations, can produce relatively high delay values during the periods in which they are active. For example, configurations that require all aircraft to arrive and depart on Runway 15 or that eliminate the use of intersecting runways tend to experience increased queuing and reduced throughput compared to the primary operating configuration. These effects are fully reflected in the configuration-specific delay results generated by the model.

To determine average annual delay, the configuration-specific delay results are then weighted by the percentage of time each configuration is used over the course of a year. This weighting process ensures that the annual delay metric reflects not only how much delay occurs under a given configuration, but also how frequently that configuration occurs in practice. As a result, configurations that produce high delays but are used infrequently have a proportionally smaller influence on the annual delay outcome than configurations that are used more often.

For example, Configuration 4 (south flow) results in relatively high delay because all arrivals and departures are constrained to Runway 15, significantly reducing airfield capacity. However, this configuration is used only approximately 3 percent of the year, and therefore its contribution to the average annual delay is limited. In contrast, Configuration 1, which represents the Airport's primary operating condition and is used approximately 73 percent of the year, has a much greater influence on annual delay results. Even modest increases in delay under Configuration 1 can outweigh higher per-operation delays experienced under infrequently used configurations.

By combining configuration-specific delay results using observed runway use frequencies, the AirTOP analysis produces an annualized delay metric that accurately reflects real-world Airport operations. This approach ensures that the airfield capacity and delay analysis accounts for both operational variability and the relative likelihood of each runway use configuration, providing a balanced and realistic assessment of airfield performance to support decision-making in the Anchorage Master Plan.

D.4.5 Aircraft Separation

General Role of Aircraft Separation

Aircraft separation is one of the most fundamental drivers of runway capacity and delay. In-trail separation refers to the minimum spacing required between successive arriving aircraft on the same runway or arrival stream to maintain safe operations. This spacing is governed by a combination of wake turbulence standards, aircraft performance characteristics, air traffic control procedures, and prevailing weather conditions. Because runway arrivals typically represent the most constrained element of airfield operations, in-trail separation directly limits the maximum number of aircraft that can land per hour and strongly influences congestion and delay.

When separation requirements increase, arrival throughput decreases. This reduction in arrival capacity can quickly propagate through the airfield system, resulting in airborne holding, extended approach spacing, increased runway occupancy conflicts, and secondary delays to departures that must wait for arrival gaps. Conversely, tighter separation standards, when safely achievable, allow higher arrival rates and more efficient use of runway infrastructure.

Separation Standards Under VMC and IMC

Arriving aircraft separation varies significantly between Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC). Under VMC, controllers may apply visual separation techniques that allow reduced spacing between aircraft, particularly when aircraft are in sight of one another and runway occupancy can be visually confirmed. Under IMC, separation must rely solely on instrument procedures and radar-based standards, which generally require greater spacing between arrivals.

As a result, airports often experience lower arrival capacity and higher delay during IMC even when demand remains unchanged. In fast-time simulation modeling, this distinction is explicitly captured by applying different arrival separation assumptions for VMC and IMC scenarios, allowing the model to reflect realistic degradation in performance during adverse weather conditions.

Influence of Aircraft Weight Class and Performance

In addition to weather, aircraft weight class and performance play a critical role in determining arrival separation. Larger and heavier aircraft generate stronger wake turbulence, requiring greater spacing for following aircraft, particularly when the trailing aircraft is lighter or slower. Differences in approach speed further complicate sequencing, as slower aircraft increase runway occupancy time and may force larger gaps in the arrival stream to maintain safe spacing.

As a result, an airport's fleet mix is inseparable from its arrival capacity. Airports with a homogeneous fleet of similar aircraft types can often achieve more consistent arrival rates, while airports with a diverse mix of heavy, large, and small aircraft tend to experience more variable spacing and reduced throughput during peak periods.

Arriving Aircraft Separation at Anchorage International Airport

ANC presents a particularly complex arrival separation environment due to its diverse fleet mix. As documented in the Anchorage Master Plan airfield capacity assessment, ANC accommodates a substantial volume of large and heavy widebody aircraft, primarily associated with international and long-haul air cargo operations. These aircraft frequently operate at or near maximum landing weights and require increased wake turbulence separation when followed by other aircraft.

At the same time, ANC supports a wide range of smaller and slower aircraft, including narrowbody passenger aircraft, turboprops, and intrastate cargo aircraft serving rural communities throughout Alaska. Many of these aircraft have lower approach speeds and different performance characteristics than the heavy freighters that dominate peak cargo periods. The interaction between these aircraft types increases the complexity of arrival sequencing and can further reduce effective runway capacity.

The ANC AirTOP modeling accounted for these fleet mix characteristics by applying arrival separation assumptions that vary by aircraft category and weather condition, reflecting the increased spacing required when heavy aircraft are present in the arrival stream and when instrument conditions prevail. This information forms a key input to the simulation and directly influences modeled arrival rates and delay outcomes.

Representation in Fast-Time Simulation Modeling

In the AirTOP fast-time simulation, arriving aircraft separation is implemented as a governing constraint on runway throughput. Aircraft are introduced into the arrival stream according to the forecast schedule and fleet mix, and the model enforces minimum in-trail separation based on the applicable separation rules for the aircraft pair and weather condition. When demand exceeds the achievable arrival rate, the model generates delay in the form of airborne holding or extended approach spacing, which is then recorded in the delay metrics.

Because ANC experiences frequent operations by heavy aircraft, periods dominated by cargo arrivals tend to exhibit greater separation requirements and lower arrival capacity than periods dominated by lighter aircraft. This effect is particularly pronounced during IMC, when visual separation cannot be applied and conservative spacing standards govern all arrivals. The simulation captures these dynamics by applying different separation assumptions for VMC and IMC scenarios within each runway use configuration.

Implications for Capacity and Delay Results

The combined effect of heavy aircraft prevalence, mixed approach speeds, and weather-dependent separation standards means that arriving aircraft separation is one of the primary contributors to delay at ANC during peak periods. While the Airport's runway system provides flexibility through intersecting runways and multiple operating configurations, arrival separation often becomes the binding constraint that limits throughput before physical runway geometry does.

Importantly, the AirTOP analysis evaluates these effects within the broader framework of runway use configuration frequency. Configurations and conditions that produce higher arrival

separation requirements may generate substantial delay while they are active; however, their influence on average annual delay is moderated by how often those conditions occur. This ensures that the capacity and delay results reflect the operational reality of ANC rather than isolated worst-case scenarios.

Summary of Fleet Mix

Arriving aircraft separation is a critical determinant of airfield capacity and delay, particularly at airports with diverse fleet mixes and a high proportion of heavy aircraft. At ANC, the prevalence of large widebody cargo aircraft, combined with slower intrastate aircraft and frequent IMC operations, results in increased separation requirements that directly constrain arrival throughput. These factors were incorporated into the AirTOP modeling through configuration-specific and weather-specific arrival separation assumptions, ensuring that the airfield capacity and delay analysis accurately reflects the operational characteristics of ANC and provides a defensible basis for master plan decision-making.

D.5 Model Calibration

Representation of Existing Airfield Conditions

The first step in the modeling process is the development of a baseline model that accurately represents existing airfield conditions at ANC. This includes coding the current runway system, taxiway geometry, apron areas, and aircraft parking locations as they exist at the time of the analysis. All modeled infrastructure reflects current airfield geometry, including the configuration of the three-runway system, the location and connectivity of primary taxiways, and operational constraints such as the absence of a parallel taxiway on Runway 7R-25L.

In addition to physical infrastructure, the baseline model incorporates operational assumptions derived from the Master Plan inventory and facility requirements tasks. These assumptions include runway use configurations, fleet mix, arrival separation standards, and general aircraft ground movement patterns. Collectively, these inputs establish a model environment that mirrors how aircraft operate at ANC under current conditions and provides the foundation for subsequent calibration and validation activities.

Development of the Baseline Schedule

Once the physical and operational framework of the model is established, a baseline flight schedule is developed to represent existing levels of demand. For the ANC Master Plan Update, this baseline reflects current annual operations and a representative design-day demand profile, including the mix of passenger, cargo, general aviation, and other aircraft types. The schedule captures the temporal distribution of arrivals and departures throughout the day and is consistent with observed peak-hour activity levels at the Airport.

The baseline schedule is a critical calibration input because it allows the model to simulate real-world operating conditions rather than theoretical or unconstrained demand. By running the model with an observed demand level, the simulation produces delay and throughput results that can be directly compared to how the Airport performs in practice. This comparison is central to determining whether the model is behaving realistically.

Initial Model Runs and Review of Results

With the baseline schedule in place, the model is executed to generate initial simulation results. These early runs are used to identify whether aircraft movements, runway utilization, and taxiway flows behave in a manner consistent with expectations. Key outputs reviewed during this stage include runway throughput, taxiway congestion points, and general patterns of delay formation across the airfield.

At this stage, the objective is not to fine-tune results to achieve a specific delay value, but rather to confirm that the model reflects the operational logic of the Airport. Any discrepancies between modeled behavior and known operating practices are flagged for further review and refinement during the calibration process.

Coordination with Airport Operations and Air Traffic Control

A central element of the calibration process at ANC involved direct coordination with Airport operations personnel and air traffic control (ATC) staff. These discussions are essential to understanding how aircraft are actually handled on the airfield, beyond what can be inferred from geometry and schedules alone. Airport operations staff and controllers provided insight into runway use preferences, taxi routing practices, runway exit usage, and procedures applied during different weather and traffic conditions.

This coordination ensures that the model reflects local operating practices, including nuances that may not be formally documented but materially influence airfield performance. Incorporating this operational knowledge strengthens the credibility of the simulation and helps ensure that the model is aligned with day-to-day realities at ANC.

Use of Model Animations for Calibration

An important component of the calibration effort involved sharing the model with air traffic control personnel to review simulation animations. The animated outputs allow controllers and Airport staff to visually observe how aircraft move through the modeled airfield, including runway sequencing, taxi routing, and interactions at key nodes.

These animation reviews provide an effective platform for discussion and feedback. Controllers are able to identify areas where aircraft handling differs from real-world practice and to ask

questions about specific modeling assumptions. In response, the modeling team can adjust parameters such as taxi routes, runway exits, or sequencing logic to better reflect actual operations. This iterative review process is a critical step in refining the model and resolving detailed questions related to aircraft handling.

Completion of Calibration and Validation

The calibration process concludes once the baseline demand level is run through the model and the resulting outputs are judged to be a reasonable and accurate reflection of real-world operating conditions at ANC. At this point, modeled runway utilization, congestion locations, and delay patterns are consistent with observed airport performance and with the operational experience of Airport staff and air traffic control personnel.

A successfully calibrated model does not eliminate all delay; rather, it reproduces delay in a manner that reflects how and where it occurs in practice. Achieving this level of realism is essential before the model can be confidently used to test future demand levels or evaluate alternative airfield configurations. With calibration complete, the model provides a robust and defensible tool for assessing airfield capacity and delay as part of the Master Plan Update.

D.6 Airfield Simulation – Baseline Configuration Analysis

With the model calibrated to accurately represent existing airfield geometry, operational procedures, and baseline levels of demand, the next step in the analysis is the baseline configuration analysis. The purpose of this analysis is to evaluate how forecast levels of demand, represented by the future Design Day Flight Schedules (DDFS), operate on the existing airfield configuration, including infrastructure that is already planned or programmed for construction at ANC, such as reconfigured Taxiway Z.

This analysis does not assume new or speculative infrastructure improvements beyond those already committed or reasonably expected to be in place as demand increases. Instead, it is intended to identify where and how the current system begins to experience stress as operations increase, and to isolate locations where congestion and delay begin to materialize under higher demand levels.

Application of Forecast Demand Levels

The baseline configuration analysis evaluates future demand levels PAL 1, PAL 2, and PAL 3, which each have progressively higher levels of annual and peak-period aircraft activity. For each Planning Activity Level, the calibrated model is run using the corresponding DDFS, shown in **Figure D-2**, **Figure D-3**, and **Figure D-4** to simulate how aircraft operate on the airfield under increasing levels of demand.

The model is executed multiple times at each demand level to account for variability in runway use configurations, weather conditions, and operational interactions as described in Section D.4, *Modeling Inputs*. This approach ensures that the resulting delay and congestion metrics are representative of expected conditions rather than isolated outcomes from a single simulation run. Results from each PAL build upon the previous level, allowing the analysis to clearly illustrate how incremental increases in demand translate into increased congestion and delay.

Inclusion of Planned Infrastructure

A critical element of the baseline configuration analysis is the inclusion of infrastructure that was already planned or under development at ANC, even though it was not present in the 2022 baseline condition. This ensures that the analysis reflects the most realistic future operating environment rather than overstating constraints that are already programmed to be addressed. For the PAL 1 analysis, which corresponds to approximately 2027, the model includes the South Airpark cargo facility and its 15 cargo aircraft positions. These positions are also included in the PAL 2 and PAL 3 analyses, reflecting the assumption that the cargo facility will remain operational as demand continues to grow.

Reconfigured Taxiway Z is another airfield element incorporated into the baseline configuration analysis. In the PAL 1 and PAL 2 models, Taxiway Z would extend the full length of Runway 7R-25L. In PAL 3, an additional connector extending east and around the Runway 25L end and connecting to existing Taxiway B was included. As a result, two concepts for Taxiway Z were included in all future baseline model runs in two phases. This provides a more accurate representation of anticipated aircraft circulation patterns and taxiway connectivity at higher levels of activity.

Identification of Congestion and Delay

As demand increases from PAL 1 through PAL 3, the baseline configuration analysis illustrates how the existing airfield infrastructure begins to experience increasing levels of congestion and delay. At lower demand levels, congestion is limited to short-duration queues or localized areas during the most constrained runway use configurations. These conditions are typically manageable and do not materially affect overall airfield performance.

As demand increases through PAL 2, areas of recurring congestion become more apparent, particularly during constrained operating configurations and peak cargo periods. However, the Airport continues to operate with acceptable delays, with congestion concentrated in predictable locations and limited to specific periods of the day or specific runway use configurations.

At demand levels above PAL 2, and particularly at PAL 3, the analysis shows that congestion begins to intensify and delay becomes a more pervasive operational issue. At this level of activity, the airfield experiences substantial delay, with congestion extending beyond isolated choke points and affecting broader portions of the taxiway and runway system. These conditions indicate that the existing infrastructure, even with planned improvements included, is approaching the limits of its practical capacity.

Chapter 4, Facility Requirements documents that airlines have been consulted since 2013 to understand their acceptable threshold of delay at ANC. The 2013 Alaska International Airport System (AIAS) Plan reported that “untenable delay” occurs when flights are delayed 30 minutes or more during the peak hour more than 10% of the time. **Table D-3** presents the results of the baseline analysis and is discussed in **Chapter 4, Facility Requirements**.

Use of Results to Inform Infrastructure Needs

The primary objective of the baseline configuration analysis is not to prescribe solutions, but rather to identify where congestion occurs and why as demand increases. Areas of recurring or substantial congestion highlighted by the model are carried forward into the master planning process for further evaluation and to enable planners to evaluate potential solutions that alleviate congestion and delay.

For example, planners anticipated that high levels of congestion would occur on the southern half of Taxiway R. This was expected because of the volume of taxiing aircraft moving south from the North Airpark to depart Runway 15, while arriving aircraft are taxiing north to cargo facilities located in the North Airpark. The model did indeed indicate that Taxiway R does become congested at demand levels in excess of PAL 2. In a case like this, the results may suggest the need to evaluate a parallel taxiway or other circulation improvements to allow aircraft to taxi in two directions simultaneously to reduce bottlenecks.

Similarly, congestion near runway crossings, apron access points, or terminal-adjacent taxiways provides insight into where additional infrastructure or operational adjustments may be required as activity continues to grow. These findings form the analytical foundation for subsequent alternatives analysis and infrastructure evaluation within the Master Plan.

Chapter 4, Facility Requirements reports a summary of findings from the baseline model run.

D.6.1 Airfield Overview in Baseline Analysis

The following airfield elements were added to the model to accurately represent planning infrastructure:

- Realigned Taxiway Z – The 2022 ANC airfield includes the legacy Taxiway Z which extended west from Taxiway F and then south and was limited to Airplane Design Group (ADG) III aircraft, such as the Boeing 737. Beginning in 2024, a construction project was begun to realign Taxiway Z so that it would become a full-length parallel taxiway to Runway 7R-25L and accommodate ADG VI aircraft, such as the Boeing 747-8F. The north-south portion of the legacy Taxiway Z was extended across Runway 7R-25L and renamed Taxiway R. The PAL 1 and PAL 2 model included the full parallel Taxiway Z portion along Runway 7L-25R. The PAL 3 model included an eastward extension around the end of Runway 25L connecting with Taxiway B. This segment has been removed from implementation plans since the time of the modeling evaluation and is no longer included in the Airport’s capital plan.
- South Airpark cargo facility – A developer has proposed to construct an air cargo apron and support infrastructure in the area west of the existing South Airpark. The development’s Environmental Assessment was approved in August 2023 and includes provisions to provide up to 15 cargo hardstands each capable of accommodating large aircraft including Boeing 777 and 747 freighters. The baseline model was run in 2024 and assumed that the facility would be constructed and operating by PAL 1 in 2027, as well as in PAL 2 and PAL 3. The South Airpark cargo facility project is assumed to serve international air cargo tech stop operations.

D.6.2 Parking Position Assignments in Baseline Analysis

All airlines were assigned to use various Airport facilities:

- All passenger airlines were assigned to use the gates at the South and North Terminals. Airline gate assignments were flexible, so airlines were not limited to specific gates. This approach was acceptable for this assignment because a separate gating analysis was completed to evaluate the terminals and their ability to meet forecast demand in future years.
- Integrated carriers including FedEx and UPS were assigned to use the gates at their facilities. As with the passenger airlines, there was not a gate limit placed on these facilities, so all UPS and FedEx flights were able to use their respective facilities without any capacity limitations. This assumption was made to reflect that FedEx and UPS would develop additional aircraft parking positions on land they occupy if their existing facilities cannot accommodate their future schedules.
- Tech stop cargo parking was assigned to the Airport’s existing R Spots and P Spots as well as the planned South Airpark cargo facility.

- Other airline activity, such as intrastate cargo, business aviation, and other miscellaneous activity were assigned to their respective locations such as the South Airpark, North Airpark, and East Airpark.

D.6.3 Aircraft Ground Movements in Baseline Analysis

Aircraft ground movements were programmed to represent existing movements. For future infrastructure, such as Taxiway Z, planners worked with air traffic controllers to determine the likely routing they would use once new taxiways were available. Specific changes included routing of cargo aircraft to the planned South Airpark cargo facility. In each configuration, air traffic controllers identified the anticipated routes that would be assigned to arriving and departing aircraft as they move between their arrival runway, the cargo facilities, and the assigned departure runway. The model does make some decisions as needed. For example, as congestion occurs, exit taxiways may not be available requiring the model to route aircraft on available taxi connectors that differ from the normally preferred exit location.

D.6.4 Simulation Results

The baseline configuration analysis uses a calibrated model to evaluate how forecast levels of demand operate on the existing airfield configuration at ANC, including infrastructure that is already planned including Taxiway Z and the South Airpark cargo facility. Demand levels at PAL 1, PAL 2, and PAL 3 identified where congestion and delay begin to materialize and how those conditions evolve as activity increases. The results show that ANC generally operates with acceptable delay through PAL 2, but that substantial delay becomes a concern at PAL 3, particularly under constrained operating configurations. These findings provide a critical basis for identifying and evaluating potential airfield improvements in the master planning process. The baseline airfield simulation results are presented in **Table D-2**.

Figures D-6 and D-7 illustrate one of the key findings from the baseline analysis. In Figure D-6, the conflict between northbound and southbound taxiway traffic on Taxiway R is outlined. There are two taxilanes in the terminal area, Taxilane G1 and Taxilane E, which can be used for northbound traffic. However, these two taxilanes only extend to Taxiway M. At periods of peak demand, a queue for Runway 33 departures builds on Taxiway R to the north as a result of so many cargo aircraft departures from the North Airpark. If the queue extends past Taxiway M, there is no way to route northbound aircraft to the North Airpark. Air traffic controllers can cross aircraft from the North Airpark facilities to Taxiway Y at taxiways S, T, and U. However, each of these crossings requires air traffic control to pause departures on Runway 33 further exacerbating departure delay. At current and near-term traffic levels, air traffic control has workarounds that enable the Airport to continue operating with reasonable levels of peak period delay. However, as demand exceeds PAL 2 and approaches PAL 3, the model indicates

that the routings air traffic control uses today will not be sufficient to maintain delay levels determined to be acceptable to airlines.

As noted earlier in this report, the PAL 3 baseline model included an eastward extension of Taxiway Z around the end of Runway 25L connecting to Taxiway B. This portion of Taxiway Z has since been removed from the Airport's capital plan. Modeling this extension revealed further challenges with such a configuration that identify some general challenges with the existing airfield layout that will need to be addressed at higher levels of demand.

In **Figure D-7**, it's noted that a long line of aircraft builds on Taxiway K east of Taxiway R and south of the passenger terminal and East Airpark. At PAL 3 demand levels, the model preferred to route Runway 7R arrivals to Taxiway Z. Today, aircraft that arrive Runway 7R exit north using Taxiways G, D, or C. Some Runway 7R arrivals do exit to the south if their destination is the South Airpark, however, this is a relatively small percentage of arrivals. In the future condition, the model made use of Taxiway Z and the eastward end-around connection to Taxiway B to prevent arrival delay in the air as aircraft can quickly exit to the south and a queue can build on Taxiway Z prior to crossing the inboard runway, Runway 7L-25R. The model reflects air traffic controller priority to minimize airspace delay and take ground delay due to its lower cost to airlines. Figure D-7 illustrates areas where the number of aircraft on the ground in the central portion of the Airport becomes so congested that gridlock is unavoidable as aircraft queues build on both Taxiway R and Taxiway K.

The result of the baseline modeling exercise led planners to prioritize distribution of cargo facilities away from the terminal area and North Airpark and to consider parallel taxiways to provide more flexibility to move aircraft in opposite directions at the same time.

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Figure D-6
 Baseline Model Congestion in Central Area of Airport

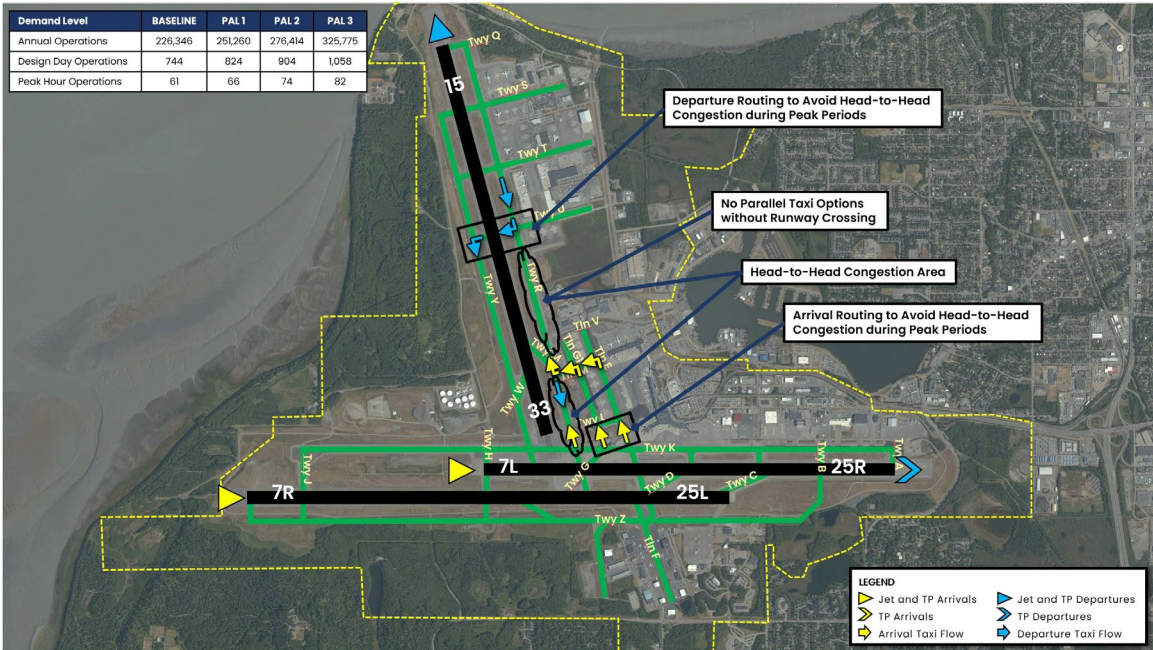


Figure D-7
 Baseline Model Congestion on Taxiway R and Taxiway K

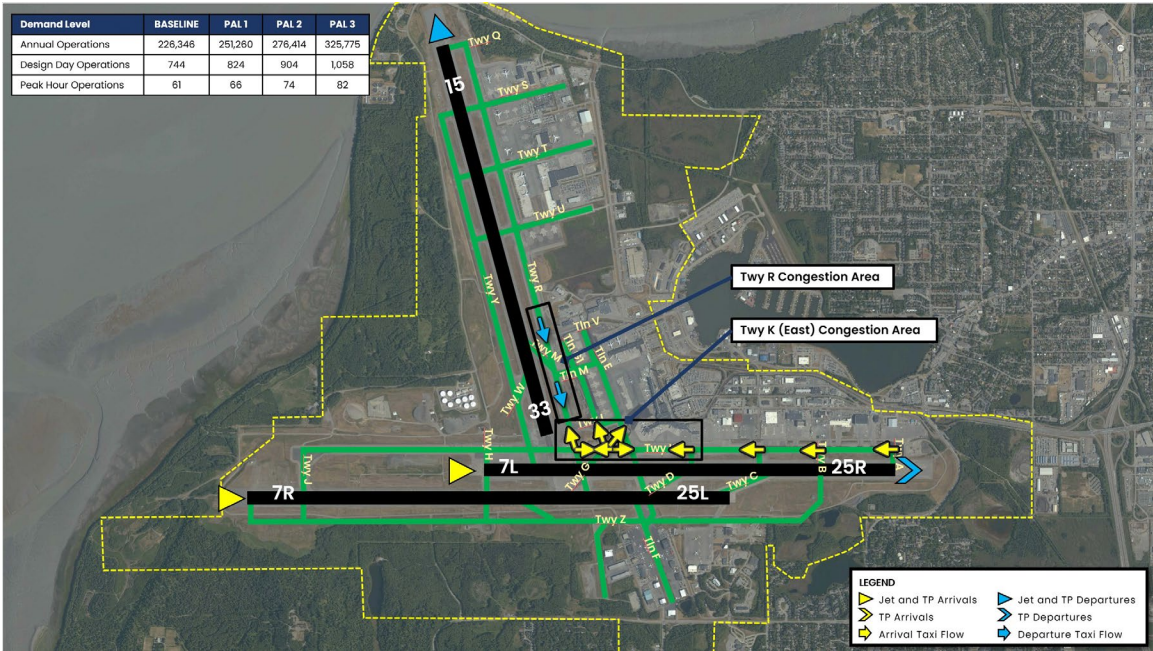


Table D-2
Baseline Airfield Demand/Capacity Results

Operations Demand			Configuration	Weather	Utilization	Operations Throughput		Average Peak Hour Delay (minutes of delay per aircraft during peak hour)			Average Daily Delay (minutes of delay per aircraft during average day)			Average Annual Delay (annualized minutes of delay per aircraft)
Annual	Design Day	Rolling Peak Hr				Departure	Arrival	Departure	Arrival	Peak Total	Departure	Arrival	Peak Total	
Baseline PAL (2022 Schedule with Existing Airfield)														
226,346	744	61	1	VMC	60%	27	36	3.5	1.7	4.7	0.7	0.3	1.0	1.3
			1	IMC	13%	24	35	3.4	2.1	5.5	0.7	0.3	1.1	
			2	VMC	21%	24	30	2.2	3.7	5.4	0.3	0.3	0.6	
			2	IMC	2%	35	24	2.1	4.5	6.6	0.3	0.7	1.0	
			3	VMC	1%	34	36	15.6	2.0	16.7	1.9	0.4	2.3	
			Weighted Delay (min)					5.7	2.4	7.6	1.0	0.3	1.3	
PAL 1 (2027 Schedule with Twy Z + South Airpark Cargo)														
251,260	824	66	1	VMC	60%	33	35	3.3	10.0	10.7	0.5	1.8	2.3	2.0
			1	IMC	13%	36	36	12.9	12.5	25.4	0.9	1.9	2.8	
			2	VMC	21%	31	34	4.1	4.0	6.6	0.5	0.7	1.2	
			2	IMC	2%	33	35	2.6	8.2	9.2	0.3	0.8	1.2	
			3	VMC	1%	43	36	9.8	1.9	11.7	0.6	0.3	1.0	
			Weighted Delay (min)					4.6	8.7	11.3	0.5	1.5	2.0	
PAL 2 (2032 Schedule with Twy Z + South Airpark Cargo)														
276,414	904	74	1	VMC	60%	35	43	12.7	7.0	18.8	0.8	1.0	1.8	1.5
			1	IMC	13%	37	42	10.1	19.1	20.6	0.2	1.3	1.5	
			2	VMC	21%	38	37	7.2	2.1	8.3	0.5	0.4	0.9	
			2	IMC	2%	36	38	2.6	20.9	22.9	0.3	1.3	1.6	
			3	VMC	1%	43	39	8.7	2.4	11.1	0.7	0.4	1.1	
			Weighted Delay (min)					10.5	7.6	16.2	0.6	0.9	1.5	
PAL 3 (2042 Schedule with Twy Z Including End Around + South Airpark Cargo)														
325,775	1058	82	1	VMC	60%	37	46	44.3	7.6	50.2	4.5	1.3	5.9	5.4
			1	IMC	13%	39	43	36.7	21.6	58.2	4.3	2.8	7.1	
			2	VMC	21%	40	47	20.8	16.7	22.2	1.5	1.6	3.1	
			2	IMC	2%	35	46	72.5	30.0	91.1	9.3	1.7	10.9	
			3	VMC	1%	43	45	71.0	10.1	76.7	9.9	1.3	11.2	
			Weighted Delay (min)					37.5	11.5	44.6	3.8	1.5	5.4	

Source: AirTOP; RS&H, 2025

D.7 Airfield Simulation – Alternative Configurations Analysis

D.7.1 Airfield Overview

The baseline analysis identified airfield areas of congestion at ANC, as described in Section D.6.4. The scope of work for the master plan included evaluation of three alternatives using the model. Once the airfield facility requirements, including the baseline demand/capacity analysis, was complete, the planners worked with Airport staff to identify three alternatives for the alternative configurations analysis to be evaluated using the AirTOP model. The broader alternatives analysis for the master plan evaluated multiple detailed. Based on the baseline analysis, the alternatives would evaluate two categories of changes to the Airport:

- 1) New locations for tech-stop air cargo operations handling
- 2) New taxiways that may alleviate areas of congestion identified in the baseline analysis

In 2024, when this analysis was underway, the Airport had already entered into lease agreements with at least three private developers interested in building and operating facilities at ANC that would serve international air freight airlines:

- South Airpark cargo facility – This facility was in planning and had received environmental entitlement in 2023. The facility was planned to accommodate up to 15 large cargo aircraft.
- North Airpark cargo facility – This facility was in planning and had received environmental entitlement in April 2024. This facility was planned to accommodate up to eight large cargo aircraft.
- West Airpark cargo facility – This facility had been proposed but was not in active planning at the time the master plan analysis was completed.

ANC Airport was also planning development of Airport-operated cargo hardstands in the West Airpark with parking for at least four large cargo aircraft. The Airport and planning team decided to include the South Airpark, West Airpark and North Airpark Cargo Facilities in various configurations and sizes in the three alternatives. This decision was made to evaluate the impact of new cargo facilities in the West and South Airparks and evaluate how taxi operations would change with cargo activity in these areas. The baseline analysis did include the South Airpark cargo facility but only in its complete buildout with all 15 cargo parking positions. Further, the baseline analysis did not include any cargo activity in the West Airpark.

The addition of a new taxiway parallel to Taxiway R would also be included in one of the alternatives to evaluate its ability to relieve congestion along Taxiway R north of Taxiway K. The

proposed parallel taxiway would extend approximately 4,000 feet north of Taxiway K so as not to conflict with existing lease agreements, which would be impractical to renegotiate and render the analysis less valuable. The inclusion of a new taxiway parallel to Taxiway K was considered. However, constructing a new taxiway north of Taxiway K would have substantial impact on the South Terminal eliminating several passenger aircraft parking positions on the B and C Concourses as shown in **Chapter 5, Alternatives** of the Master Plan document. The consideration of a parallel taxiway at this location was eliminated from consideration as a result of these impacts and was not included in the alternatives.

The elements of each of the three alternatives selected for inclusion in the airfield modeling analysis are described below.

D.7.1.1 Alternative 1

Alternative 1 is depicted in **Figure D-8**. Alternative 1 included the following elements:

- New parallel taxiway east of Taxiway R extending from Taxiway K to north of Taxiway V. This taxiway enables bi-directional flow of aircraft on Taxiway R and the new parallel taxiway. The taxiway does not extend to Taxiway P as a result of a tenant leasehold east of Taxiway R and south of Taxiway P.
- Taxiway Z extends parallel to and along the full length of Runway 7R-25L and a connection to Taxiway H.
- Three P Spot cargo parking positions remain.
- The South Airpark cargo facility provides parking for 15 cargo aircraft.
- New cargo parking is located in the West Airpark along Taxiway Y with parking for nine cargo aircraft.
- The North Airpark cargo facility is located in the North Airpark east of Taxiway R and south of Taxiway P and provides parking for eight cargo aircraft.
- The R Spots and North Terminal are not used for cargo aircraft parking in this alternative.

D.7.1.2 Alternative 2

Alternative 2 is depicted in **Figure D-9**. Alternative 2 included the following elements:

- No new taxiway parallel to Taxiway R.
- Taxiway Z extends from the east end of Runway 7R-25L to Taxiway H only. There is no extension of Taxiway Z west of Taxiway H.
- Three P Spot cargo parking positions remain.
- The South Airpark cargo facility is not included in this alternative.
- New cargo parking is located in the West Airpark along Taxiway Y with parking for nineteen cargo aircraft – 10 more positions than in Alternative 1.

- The North Airpark cargo facility is located in the North Airpark east of Taxiway R and south of Taxiway P and provides parking for eight cargo aircraft.
- Eight existing R Spots remain. R2, R3, and R4 are not used for cargo parking.
- The North Terminal is not used for cargo aircraft parking in this alternative.

D.7.1.3 Alternative 3

Alternative 3 is depicted in **Figure D-10**. Alternative 3 included the following elements:

- No new taxiway parallel to Taxiway R.
- Taxiway Z extends from the east end of Runway 7R-25L to Taxiway H only. There is no extension of Taxiway Z west of Taxiway H.
- Three P Spot cargo parking positions remain.
- The South Airpark cargo facility provides parking for 15 cargo aircraft.
- New cargo parking is located in the West Airpark along Taxiway Y with parking for 21 cargo aircraft – 12 more spots than in Alternative 1 and two more than in Alternative 2.
- The North Airpark cargo facility is located in the North Airpark east of Taxiway R and south of Taxiway P and provides parking for eight cargo aircraft.
- The R Spots and North Terminal are not used for cargo aircraft parking in this alternative.

D.7.2 Parking Position Assignments

All airlines were assigned to use various Airport facilities:

- All passenger airlines were assigned to use the gates at the South and North Terminals. Airline gate assignments were flexible, so airlines were generally not limited to specific gates. This approach was acceptable for this assignment because a separate gating analysis was completed to evaluate the terminals and their ability to meet forecast demand in future years.
- Integrated carriers including FedEx and UPS were assigned to use the gates at their facilities. As with the passenger airlines, there was not a gate limit placed on these facilities, so all UPS and FedEx flights were able to use their respective facilities without any capacity limitations. This assumption was made to reflect that FedEx and UPS would develop additional aircraft parking positions on land they occupy if their existing facilities cannot accommodate their future schedules.
- Tech stop cargo parking areas varied between the alternatives. This helped the planners evaluate the ability to move cargo aircraft to and from cargo facilities planned in the South and West Airparks and to evaluate the potential removal of the existing R Spots, as evaluated in Alternative 2. There were substantive differences in the number of cargo

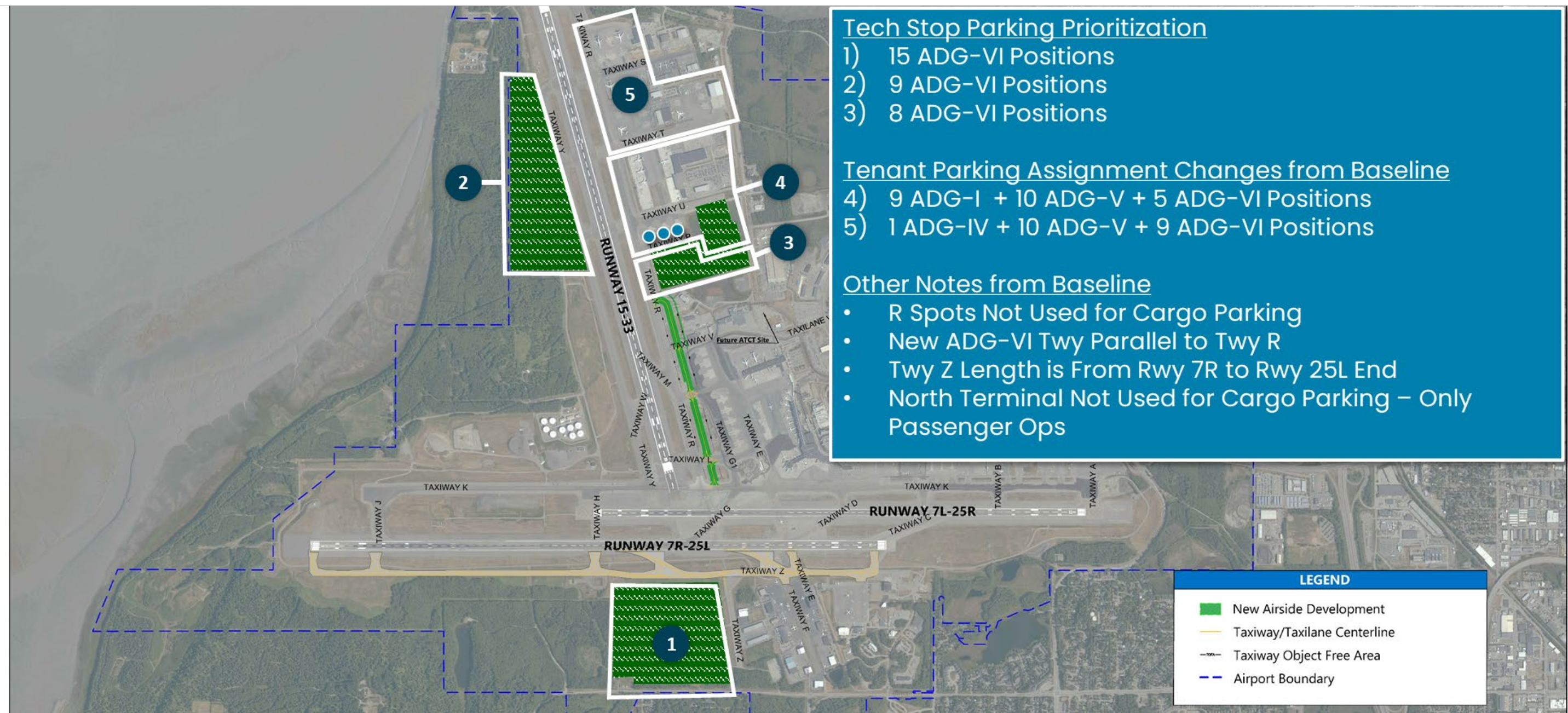
parking positions by location in the various alternatives. For example, Alternative 1 evaluated 15 cargo positions in the South Airpark, Alternative 2 evaluated no positions in the South Airpark and Alternative 3 evaluated six positions in the South Airpark. Likewise, West Airpark cargo aircraft parking varied between 9, 19, and 21 positions. All three alternatives provided more cargo parking positions dedicated to international air freight than the 29 positions determined to be required in the facility requirements analysis. Alternative 1 included 32 positions while Alternative 2 and Alternative 3 included 35 parking positions. This provided some flexibility to the model to move aircraft to the locations deemed to be more efficient for tech stop activity.

- Other airline activity, such as intrastate cargo, business aviation, and other miscellaneous activity were assigned to their respective locations such as the South Airpark, North Airpark, and East Airpark.

D.7.3 Aircraft Ground Movements

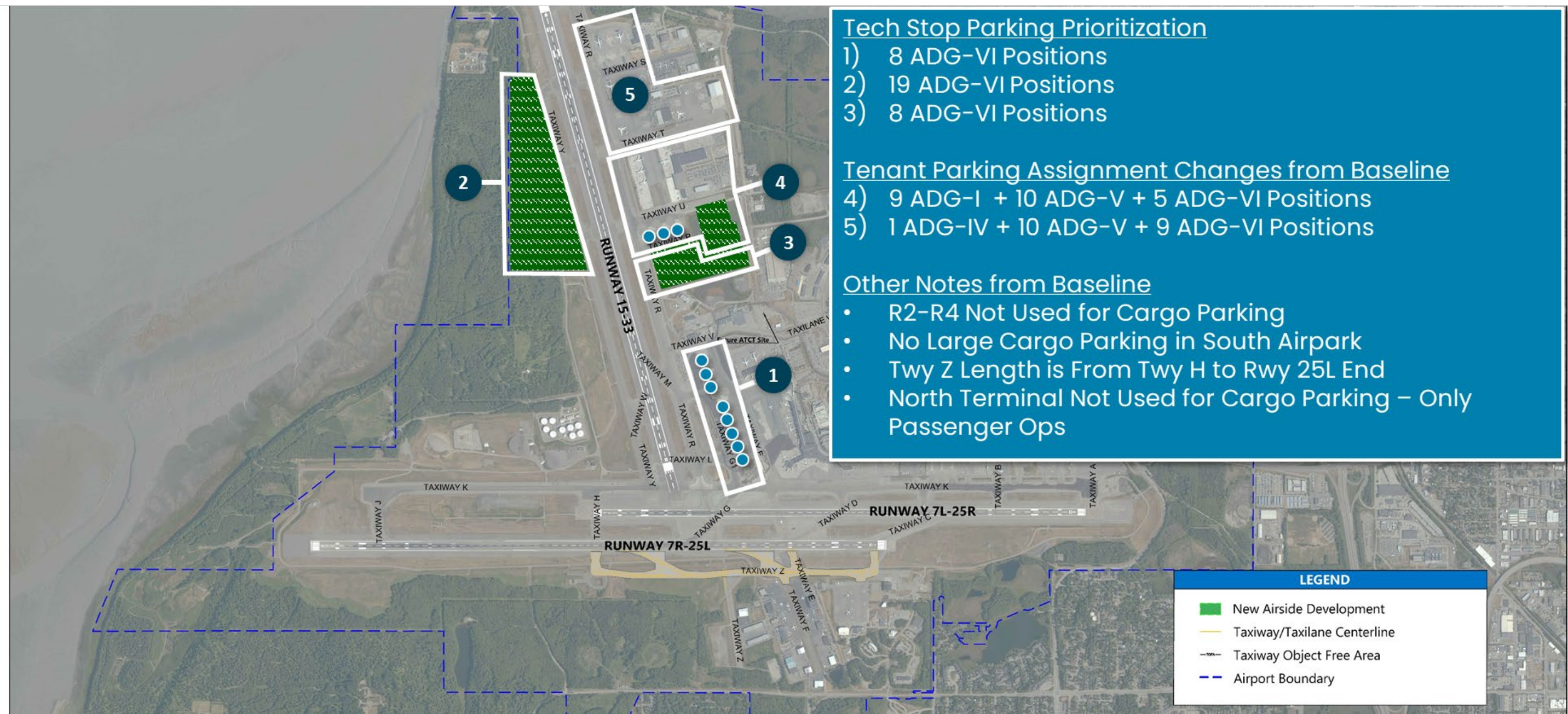
Aircraft ground movements and taxi routes generally followed those used from the baseline model calibration work done with air traffic control and Airport operations personnel. For future infrastructure, such as Taxiway Z, planners re-engaged with air traffic controllers and Airport operations to determine the likely routing they would use once new taxiways were available. Specific changes included routing of cargo aircraft to the planned South Airpark cargo facility. In each configuration, air traffic controllers identified the anticipated routes that would be assigned to arriving and departing aircraft as they move between their arrival runway, the South Airpark cargo facility, and the departure runway.

Figure D-8
Airfield Alternative 1 Scenario



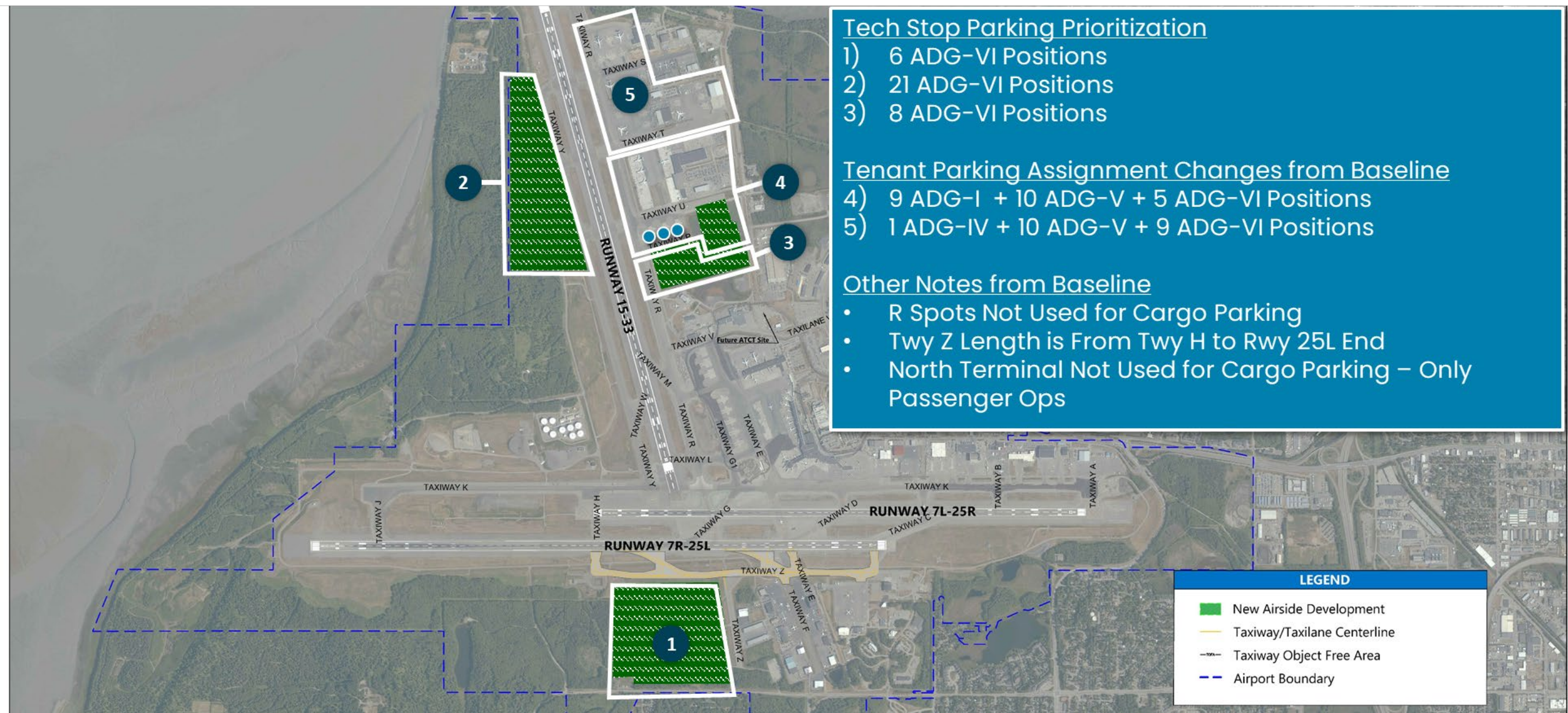
Source: RS&H, 2024

Figure D-9
Airfield Alternative 2 Scenario



Source: RS&H, 2024

Figure D-10
Airfield Alternative 3 Scenario



Source: RS&H, 2024

D.7.4 Simulation Results

The airfield simulation was conducted to evaluate the operational performance of three airfield alternatives relative to the PAL 3 Baseline. The simulations assessed aircraft throughput and delay under varying operational demand levels, configurations, and weather conditions. The alternatives only varied in two ways: the location of aircraft aprons for serving international cargo tech stops and adding additional taxiways at a location where the baseline analysis showed substantial taxiway congestion.

Results were summarized across peak-hour, average daily, and annualized delay metrics to inform comparative evaluation of the alternatives.

The following sections summarize and compare the simulation results for Alternatives 1, 2, and 3 based on the data presented in **Table D-3** and the corresponding alternative layouts illustrated in **Figure D-8**, **Figure D-9**, and **Figure D-10**.

D.7.4.1 Alternative 1

The Alternative 1 airfield simulation results are presented in **Table D-3**. Alternative 1 emphasizes redistribution of terminal-area cargo parking (the R Spots) to new tenant- and Airport-managed tech stop positions in the South Airpark, West Airpark, and North Airpark. This configuration is intended to relieve terminal area congestion while introducing a parallel taxiway to Taxiway R to improve terminal-area circulation.

Simulation results indicate that Alternative 1 achieves operational throughput comparable to the PAL 3 Baseline, with arrival and departure volumes remaining generally consistent across most demand scenarios. However, despite similar throughput, delay performance under Alternative 1 is worse than the baseline. Key findings include:

- Weighted average peak-hour delay increases to approximately 48.5 minutes, compared to 44.6 minutes under the PAL 3 Baseline.
- Average daily delay also increases relative to baseline conditions.
- Under higher-stress scenarios (notably Scenario 3 VMC), Alternative 1 exhibits substantial peak-hour departure delays, indicating sensitivity to demand concentration and limited resiliency during peak operations.

While Alternative 1 provides terminal-area congestion relief through redistribution of parking and added taxiway infrastructure, the simulation results suggest that these geometric and operational benefits do not translate into net delay reductions. The relatively constrained West Airpark cargo facility, with nine positions, appears to limit overall performance gains, particularly

during peak demand periods. Overall, Alternative 1 performs better than Alternative 3 but does not outperform the PAL 3 Baseline or Alternative 2 in delay metrics.

D.7.4.2 Alternative 2

The Alternative 2 airfield simulation results are described in **Table D-3**. Alternative 2 retains eight terminal-area RON positions while removing R2, R3, and R4. Alternative 2 also implements a shortened Taxiway Z that extends only from Taxiway H to the eastern end of the parallel runway – about half of the runway’s length. This alternative represents a more conservative infrastructure approach, reflecting the assumption that South Airpark parking development is not implemented during this planning iteration.

Simulation results show that Alternative 2 provides the highest operational throughput of all evaluated alternatives, exceeding the PAL 3 Baseline as well as Alternatives 1 and 3. Increased throughput is evident across multiple demand scenarios, indicating improved capacity to process aircraft movements during peak conditions. This throughput advantage is accompanied by elevated delay metrics which reduce the alternative’s feasibility, including:

- Weighted peak-hour delay of approximately 52.6 minutes, higher than both the baseline and Alternative 1
- Average daily and annual delays that exceed PAL 3 Baseline values
- Extreme delay conditions under Scenario 3 VMC, where peak-hour delays are substantially higher than those observed in Alternatives 1 and 3

The results suggest that while Alternative 2 enhances throughput by retaining terminal-area capacity, it does so at the expense of efficiency, resulting in increased congestion and delay accumulation during high-demand conditions. The shorter Taxiway Z limits circulation flexibility, and continued reliance on terminal-area parking contributes to localized bottlenecks. Alternative 2 performs best in terms of throughput but does not perform best overall when delay metrics are considered.

D.7.4.3 Alternative 3

The Alternative 3 airfield simulation results are described in **Table D-3**. Alternative 3 shifts development emphasis northward, heavily utilizing the West Airpark cargo facility along Taxiway Y with 21 cargo positions at this location. Alternative 3 also implements a limited version of South Airpark cargo facility and a shortened Taxiway Z. This alternative represents a more spatially constrained configuration with fewer circulation enhancements.

Simulation results indicate that Alternative 3 has operational throughput similar to the PAL 3 Baseline, but it performs the worst of the three alternatives in terms of delay. Key findings include:

- Highest weighted peak-hour delay among all alternatives, at approximately 64.9 minutes
- Average daily and annual delay metrics that exceed those of Alternatives 1 and 2
- Poor performance under both VMC and IMC peak scenarios, indicating limited robustness across operational conditions
- Highest peak delay in Configuration 1 VMC, the most common operating configuration

The concentration of cargo operations in the West Airpark, without commensurate increases in circulation or buffering capacity, results in increased queuing and reduced operational flexibility. This configuration appears particularly vulnerable to congestion during peak cargo activity periods. Alternative 3 is the lowest-performing alternative overall, with the highest delays and no meaningful throughput advantage.

D.8 Comparative Summary and Performance Ranking

Based on the simulation data and qualitative assessment of alternative layouts:

- Best throughput performance: Alternative 2
- Lowest delay among alternatives: Alternative 1
- Worst overall performance: Alternative 3
- Best overall balance of performance: PAL 3 Baseline

None of the evaluated alternatives demonstrate a clear improvement over the PAL 3 Baseline in terms of reducing average peak-hour or average daily delay. As noted in the Master Plan **Chapter 5, Alternatives** the AirTOP analysis does not provide conclusive evidence that implementation of these alternatives would reduce delay relative to baseline conditions.

The analysis also indicates that the proposed introduction of cargo aircraft parking in the South Airpark and West Airpark is unlikely to produce substantial operational delays that would not otherwise be experienced. In other words, as cargo demand increases beyond PAL 2 and approaches PAL 3, the ANC airfield is likely to experience airline defined untenable delay levels in excess of 30 minutes more than 10 percent of the time. The analysis generally supports the finding of the 2014 Master Plan, which indicated that annual operations beyond 260,000 will yield untenable delays during peak periods without an additional runway. This updated analysis indicates that locating new cargo facilities in the South Airpark and West Airpark is not likely to substantially change this finding.

At the conclusion of this Master Plan in early 2026, new cargo facilities have not yet been constructed in the South Airpark or West Airpark. Once new development is in place, it is recommended that ANC consider ongoing evaluation of air traffic control procedures for ground movement of aircraft and continued airfield performance modeling and evaluation to identify air traffic procedures and infrastructure improvements that may help maintain efficient operations as higher volumes of air traffic materialize.

Table D-3
Airfield Peak Hour Demand Capacity Results – Baseline and Airfield Alternatives

Operations Demand			Configuration	Weather	Utilization	Operations Throughput		Average Peak Hour Delay (minutes of delay per aircraft during peak hour)			Average Daily Delay (minutes of delay per aircraft during average day)			Average Annual Delay (annualized minutes of delay per aircraft)
Annual	Design Day	Rolling Peak Hr				Departure	Arrival	Departure	Arrival	Peak Total	Departure	Arrival	Peak Total	
PAL 3 Baseline														
325,775	1058	82	1	VMC	60%	37	46	44.3	7.6	50.2	4.5	1.3	5.9	5.4
			1	IMC	13%	39	43	36.7	21.6	58.2	4.3	2.8	7.1	
			2	VMC	21%	40	47	20.8	16.7	22.2	1.5	1.6	3.1	
			2	IMC	2%	35	46	72.5	30.0	91.1	9.3	1.7	10.9	
			3	VMC	1%	43	45	71.0	10.1	76.7	9.9	1.3	11.2	
			Weighted Delay (min)					37.5	11.5	44.6	3.8	1.5	5.4	
Alternative 1														
325,775	1,058	82	1	VMC	60%	37	46	51.1	10.5	56.6	5.8	1.4	7.3	6.3
			1	IMC	13%	41	43	45.9	10.3	51.7	5.5	1.5	7.0	
			2	VMC	21%	38	46	32.4	3.3	34.1	3.7	0.6	4.4	
			2	IMC	2%	46	49	8.4	7.9	10.5	0.9	0.7	1.6	
			3	VMC	1%	43	46	99.5	2.6	100.6	14.3	0.5	14.8	
			Weighted Delay (min)					44.1	8.5	48.5	5.1	1.2	6.3	
Alternative 2														
325,775	1,058	82	1	VMC	60%	45	46	20.2	30.4	42.9	2.4	3.0	5.3	6.9
			1	IMC	13%	43	43	35.6	24.7	55.2	4.7	2.6	7.3	
			2	VMC	21%	41	43	76.8	13.9	87.5	10.1	1.7	11.8	
			2	IMC	2%	39	49	20.6	12.7	22.4	1.8	1.7	3.5	
			3	VMC	1%	44	46	167.8	18.8	171.6	29.6	4.0	33.6	
			Weighted Delay (min)					34.1	24.7	52.6	4.3	2.5	6.9	
Alternative 3														
325,775	1,058	82	1	VMC	60%	39	46	64.9	9.4	73.2	7.6	1.6	9.2	8.4
			1	IMC	13%	39	43	53.9	5.5	58.8	5.3	1.1	6.3	
			2	VMC	21%	35	46	49.6	9.1	58.1	7.2	1.6	8.8	
			2	IMC	2%	40	49	23.1	7.2	25.2	1.8	1.4	3.2	
			3	VMC	1%	39	46	123.2	17.2	131.1	20.9	2.2	23.0	
			Weighted Delay (min)					57.5	8.5	64.9	6.9	1.5	8.4	

Source: RS&H Analysis, 2024



January 2026

Ted Stevens Anchorage International Airport Master Plan Update

Appendix E – Electric Vehicle Infrastructure Forecast for Parking and ConRAC Operations





**Ted Stevens
Anchorage International Airport
Master Plan Update
Appendix E – Electric Vehicle
Infrastructure Forecast for Parking and
ConRAC Operations**

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

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Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

Table of Contents

E.1	EV Drivers, Baseline, and Forecast	1
E.1.1	Drivers	1
E.1.2	Policy.....	2
E.1.3	Baseline.....	8
E.1.4	Forecast.....	9
E.2	Electrification Engagement.....	15
E.2.1	Airports	15
E.2.2	Rent-A-Car Companies (RACs).....	20
E.2.3	Chugach Electric	20
E.3	EVs in ANC Parking Operations.....	22
E.3.1	Parking Operations.....	22
E.3.2	Parking Facility Use.....	23
E.3.3	Existing Charging Stations.....	25
E.3.4	Forecasted Needs	27
E.3.5	EV Charging Rates	36
E.4	EVs in Rental Car Operations.....	38
E.4.1	RAC EV Forecast	38
E.4.2	RAC EVSE Requirements.....	39
E.4.3	ConRAC Solutions.....	41
E.5	Additional EV Considerations.....	42
E.5.1	Design, Construction, Operations, and Maintenance.....	42
E.5.2	Other Electric Mobility Applications	44

List of Tables

Table A-E-1 EV Charger Comparison 7

Table E-2 EV Forecast Agencies included in the Benchmark..... 10

Table E-3 Benchmark EV Forecast Characteristics 11

Table E-4 Benchmark EV Forecast Results Comparison 12

Table E-5 Current EVSE Status at ANC and Benchmark Airports..... 20

Table E-6 ANC Public Parking Facility Summary..... 22

Table E-7 ANC Parking Facility and EVSE Summary 24

Table E-8 Forecasted EV Chargers by Facility for Low, Medium and High Scenarios..... 30

Table E-9 Forecast Energy Use (MWh) and Power Demand (MW) in 2025, 2030, and 2035..... 33

Table E-10 Forecast AAM Power Demand by Type 45

List of Figures

Figure E-1 NEVI Alternative Fuel Corridor	5
Figure E-2 Alaska EV Registration by Region	6
Figure E-3 Electric Vehicles Registered in Alaska.....	8
Figure E-4 Anchorage MOA EV Registrations.....	9
Figure E-5 Benchmark Forecasts of EV Fleet Market Penetration (2021-2035).....	13
Figure E-6 Forecasted EV Fleet and Market Penetration Downscaled to the Anchorage MSA....	14
Figure E-7 ANC Parking Facilities Locations	23
Figure E-8 Public Parking Facility Occupancy, 2021-2023.....	24
Figure E-9 Occupancy Duration Frequencies by Facility	26
Figure E-10 Methodology Summary for Forecasted EVSE Needs at ANC’s Parking Facilities.....	27
Figure E-11 L1 Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario.....	31
Figure E-12 L2 Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario.....	32
Figure E-13 DCFC Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario	33
Figure E-14 Forecast Energy Use (kWh) Scenarios, 2023 – 2035	34
Figure E-15 Forecast Power Demand (MW) Scenarios 2023 - 2035.....	35
Figure E-16 Present and Forecasted RAC EV Fleet and Percent of RAC EV Fleet.....	39
Figure E-17 Averaged Forecast Power Demand (Megawatts) based on RAC Survey	40

E.1 EV Drivers, Baseline, and Forecast

Several factors are driving transportation electrification and are likely to influence ANC's electrification efforts over the planning period. The number of electric vehicles (EV) nationally and locally is small in 2024 but has been growing rapidly. Extrapolating from this baseline, several forecasts of EV market trends exist. These are benchmarked and set on a common basis to forecast EV growth for the Anchorage region.

E.1.1 Drivers

Several interrelated factors are driving wider adoption of EVs, including automobile manufacturer strategy, consumer preferences, technology, and public policy.

E.1.1.1 Manufacturers

There has been a proliferation of EV models produced by automakers in recent years. There were 83 EV models available in the United States in 2023 which was up from 49 in 2020. Chrysler and Ford expect half of their vehicles to be electric by 2030 and General Motors will produce only zero-emissions vehicles (ZEV) by 2035. The major foreign automakers (e.g., BMW, Honda, Hyundai, Mazda, Nissan, Subaru, Toyota, Volkswagen, and Volvo) have set similar targets. Seven major automakers announced a partnership in 2023 to develop a 30,000-unit network of high-speed EV chargers across Canada and the United States by 2030.

E.1.1.2 Consumers

More than one-third of consumers who intend to buy a car would choose an EV, according to Consumer Reports, for reasons including reduced costs to charge an EV versus refueling a gas car and lower overall lifetime costs. This preference is supported by a spike in EV sales in 2022, even as overall vehicle sales declined. A study done by the Nickel Institute reported that the total cost of ownership of an EV is lower than that of an internal combustion engine (ICE) vehicle due to subsidies and the high residual value of EVs.

Key Electrification Terminology

- *Battery Electric Vehicles (BEV)* are powered by an electric motor and battery charged from an external source.
- *Plug-in Electric Hybrid Vehicles (PHEVs)* have an electric motor and chargeable battery as well as an internal combustion engine (ICE). They run on either electricity or gasoline.
- *Electric Vehicles (EV)* encompass both BEVs and PHEVs
- A *Zero Emission Vehicle (ZEV)* does not directly exhaust pollutants. Most ZEVs are EVs. Hydrogen-powered vehicles are also ZEVs but are uncommon. PHEVs are considered ZEVs in most jurisdictions because they have an EV range of at least 30 miles and the average daily trip is between 30-35 miles, meaning most trips are emissions free.
- An *EV Charger* is a unit that hosts one or more EVSE ports and connectors to charge an EV battery (see EVSE Basics below).
- *EV Support Equipment (EVSE)* includes EV chargers and associated electrical infrastructure.

E.1.1.3 Technology

According to McKinsey, the fast-growing electric mobility industry has attracted more than \$400 billion in investment over the past 10 years, driving advancements in electrification, batteries, and autonomous driving. This is reducing EV costs. For example, battery costs, one of the main components of the price of an EV, declined 97% from 1991-2018. Vehicle range has also increased significantly in comparison to the first EVs introduced to the mainstream market. The Nissan Leaf currently has a range of 215 miles and the Tesla Model S can have a range of up to 405 miles. Meanwhile, according to the U.S. Department of Transportation, the average daily miles travelled by an Alaskan is 31.9 miles, less than the 36.1 U.S. average.

E.1.2 Policy

Manufacturers, consumers, and investors are influenced by public policy. Because the automotive industry is global in scale, policies in Europe, the United States, and large U.S. states influence trends in the Anchorage area.

E.1.2.1 Europe

European Union policy targets an EV market share of 50% by 2030 and several countries have announced ICE sales bans in 2030 or 2035. The regulatory-driven European market includes high subsidies for EVs and EV Support Equipment (EVSE). Combined with high consumer demand, Europe is on pace to exceed regulatory targets, which in turn is influencing global auto manufacture strategy.

E.1.2.2 Federal

The U.S. President signed an executive order in 2021 aiming to make half of all new vehicles sold in 2050 zero-emissions vehicles. Meanwhile, the Bipartisan Infrastructure Law is providing over \$5 billion over five years to support EVs and EVSE charging stations along highway corridors. The National Electric Vehicle Initiative (NEVI) program is distributing \$52 million over five years to Alaska to establish build a statewide EV fast-charging network and community-based charging sites in rural and urban areas across the state, according to NEVI program documents. The Inflation Reduction Act reduces the cost of EVs by expanding tax credits for new and used EVs and providing tax credits for commercial EV fleets and private and commercial EVSE, including tax credits up to 30% of the sales price (Electrification Coalition, 2023). An EV must meet a list of requirements regarding acceptable battery capacity, vehicle weight, and qualified manufacturers to qualify. Two new requirements, added within the last year require EVs to undergo final assembly in North America and to meet critical mineral and battery component specifications. The U.S. President announced more than \$6 billion in investments, as of November 14, 2023, to make communities more resilient to the impacts of climate change, with a specific focus on strengthening America's aging electric grid infrastructure. This funding may help address electricity demand concerns of electrification.

E.1.2.3 California

California is a major driver of EV supply and demand in the United States through policy supporting ZEVs. California has required a minimum percentage of passenger cars and light duty trucks to be ZEVs since 1990. That percentage is 17% for 2023 and must be 22% by 2025. Similar standards have been adopted by 17 other states over the years. California updated its standard in 2022 to require all new passenger vehicles sales are zero emissions by the year 2035. Several other states are adopting these new standards. Automakers will prioritize sales in these states with constrained supply. These policies also influence the rate at which automakers permanently shift production of ICE vehicles to EVs.

E.1.2.4 Washington

Washington's EV policy represents a good case study example as the state with the closest geographical ties to Alaska and a similar climate. The Washington State Governor signed a bill in 2022 requiring all vehicles model year 2030 or later sold, purchased, or registered in the state be electric. While the State has yet to develop a strategic plan to reach that goal, Washington has created a plan for electric vehicle infrastructure deployment, spending almost \$90 million between 2023 – 2027.

E.1.2.5 Alaska

Alaska's EV policy has lagged slightly behind National policy, due to known risks and challenges associated with the Alaskan infrastructure landscape. Many areas across Alaska are extremely remote and lack significant development, which makes the implementation of EVSE infrastructure difficult to mandate in rural areas. Also, due to the cold climate of Alaska, there are concerns surrounding battery performance of EVs, which may lose up to 50% of their range in cold temperatures. Consumer adoption has also been hindered by supply chain disruptions and Alaskan consumer preference of larger SUVs and trucks. The Alaskan power grid is also extremely isolated and vulnerable to reliability issues.

Alaska has the following laws and incentives in place:

Laws and Regulations:

- State Energy Policy: Alaska Statutes 44.99.115 recognizes the importance of promoting energy efficiency in the transportation sector.
- Alternative Fuel Vehicle Acquisition Requirement: Alaska DOT&PF must evaluate alternative fuel cost, efficiency, and commercial availability for automotive purposes. When practical alternative fuel vehicles should be purchased.

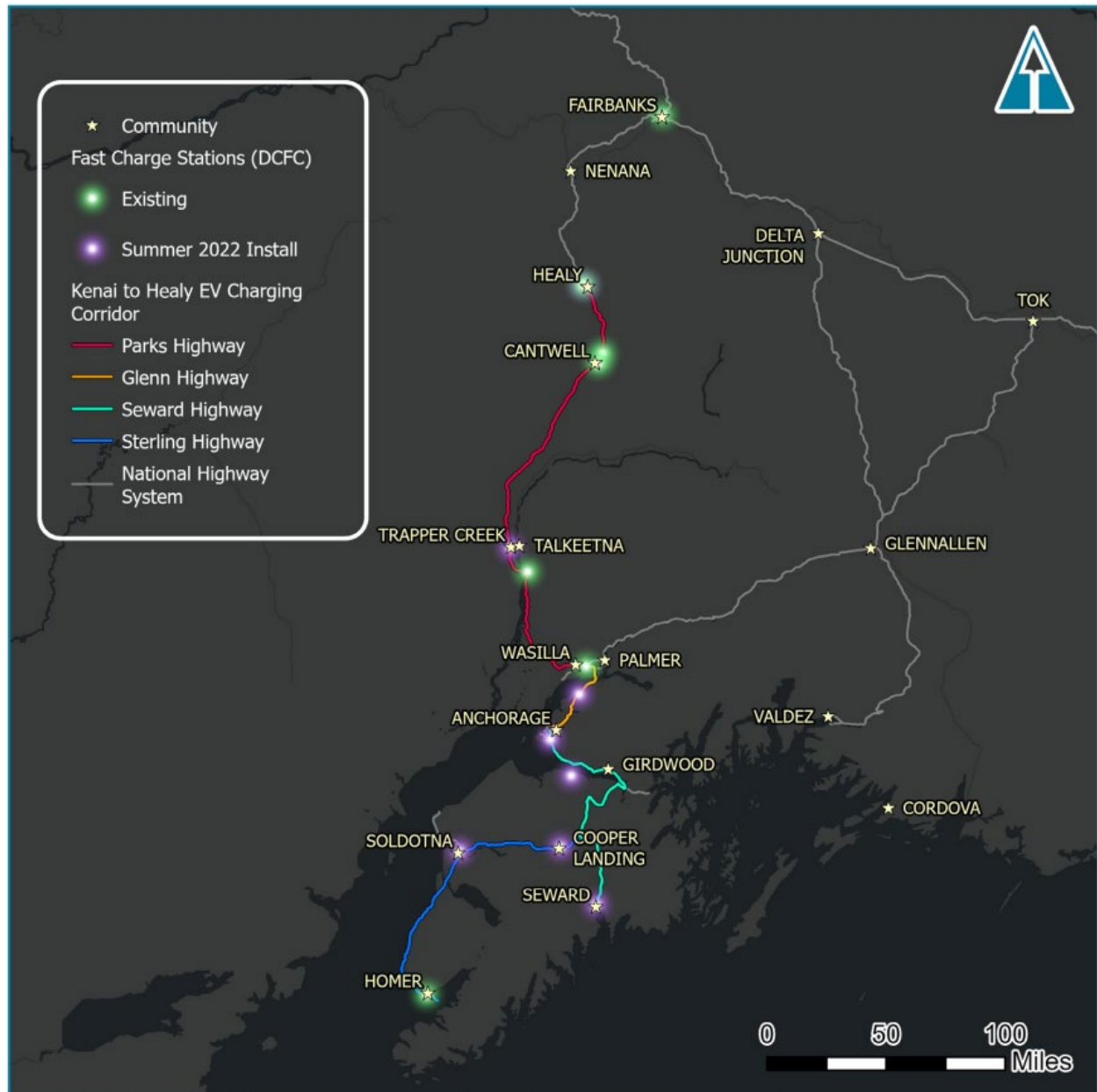
Private Incentives:

- Chugach Electric Association (CEA): CEA provides incentives to residents and businesses to encourage the purchase and installation of EVSE infrastructure.
- Alaska Power and Telephone (AP&T): AP&T provides rebates to residents and local governments that purchase or install either EV or EVSE.
- Alaska Electric Light & Power (AELP): AELP provides a “Time-of-Use” (TOU) rate to residential and small commercial customers who own or lease EVs with batteries greater than 16 kilowatts.

Alaska has also received \$50 million of National Vehicle Infrastructure (NEVI) funding over the course of five years. This money will be applied to adapt Alaska’s unique infrastructure system to support equitable, reliable, and sustainable electric transportation while meeting community and economic needs. **Figure E-1** shows existing and future locations for EVSE infrastructure along the existing Alaskan highway system. Though this funding does not directly impact the Anchorage International Airport, it will significantly impact the rate of penetration within the state as it creates the opportunity for more residents to travel using electric vehicles.

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Figure E-1
NEVI Alternative Fuel Corridor



Source: Alaska Energy Authority, 2022

E.1.2.6 City of Anchorage / The Anchorage Metropolitan Statistical Area (MSA)

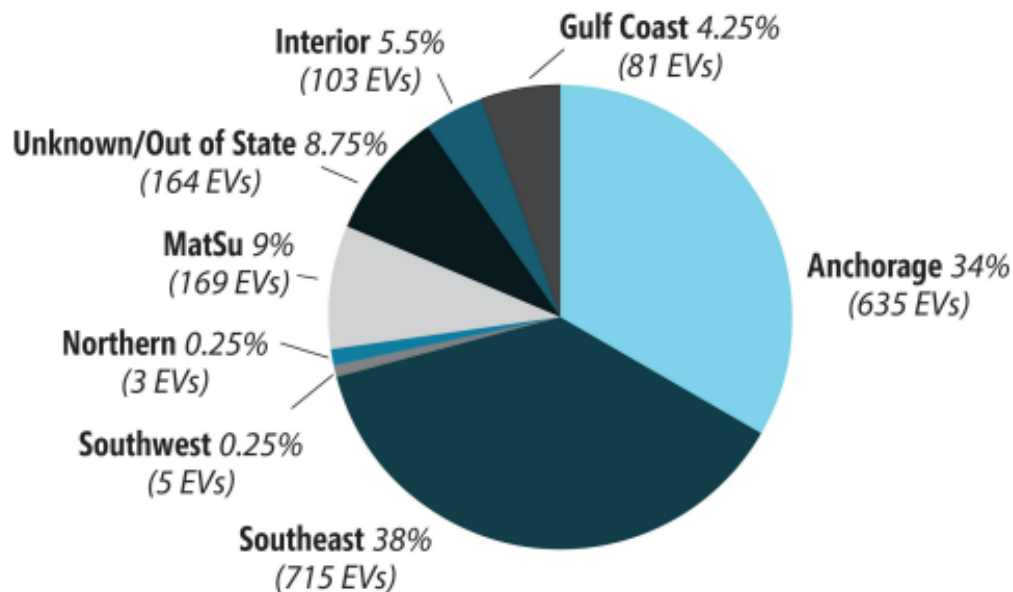
The City of Anchorage is the largest city in Alaska. It makes up two thirds of the entire state's population with approximately 300,000 residents. The State of Alaska's Electric Vehicle Infrastructure Implementation Plan reports that 34% of total EVs in the state are registered in Anchorage, with 9% registered in the nearby Matanuska-Susitna Borough. The splits are summarized in **Figure E-2**.

Public comments on the plan were included in the implementation plan report, and many comments suggested increasing EVSE available within the City of Anchorage and locating chargers at ANC, indicating a public demand for better EVSE infrastructure.

The Municipality of Anchorage developed a Climate Action Plan in 2019. One of the focus areas in this plan is land use and transportation, with a specific objective to promote the use of energy-efficient vehicles. Under this objective, the municipality of Anchorage has pledged to conduct a fleet inventory and develop a procurement policy to incorporate EVs, monitor the economic viability of transitioning the public transit fleet to electric, collaborate on the development of Alaska's Electric Vehicle Infrastructure plan, and to support electric car charging infrastructure by laying conduit for charging and right-sizing electrical panels. Since the development of the Climate Action Plan, Anchorage has received a \$950,000 Volkswagen grant fund for electric vehicle charging. The city is planning for a projected total of 25,000 electric vehicles on the road by 2030.

As seen in the map of **Figure E-1**, Anchorage is also one of the endpoints to the NEVI funded alternative fuel corridor, which stretches from Anchorage to Fairbanks. The location of this city along a newly EVSE equipped highway corridor will increase EV accessibility and will increase the demand for charging stations at the Airport.

Figure E-2
Alaska EV Registration by Region



Source: Alaska Energy Authority, 2022

EVSE Basics

Electric vehicles, whether Battery Electric or Plug-in Hybrid Electric require access to Electric Vehicle Service Equipment (EVSE) to charge on-board batteries that power the vehicle electric motor(s). While most EV drivers will charge their vehicles at home, charging stations at destinations like airports remove a key barrier to EV acceptance – access to public charging infrastructure. The rapid growth of EVs in the nation’s vehicle fleet requires a robust network of stations.

EVSE consists of EV chargers and supporting electrical infrastructure. EV chargers are classified by the rate the power batteries. This rate is a function of the state of charge (SoC), battery capacity, and the power supply. The latter factor is the basis for the three categories of EV charger: Level 1, Level 2, and DC Fast Charging. **Table A-1** compares them.

Table E-1
EV Charger Comparison

Type	Level 1 (L1)	Level 2 (L2)**	DC Fast Charging (DCFC)**
Charge time (hrs.)*	32	8	0.8
Range per hour of charging (mi)*	5	18	143
Current	AC	AC	DC
Input Voltage	120	208	480
Amperage	20	40	100
Power Output (kW)**	1.92	7.65	50
Charge Efficiency	0.8	0.8	0.95
Installed Cost***	\$1,500+	\$5,500 - \$15,000+	\$50,000 - \$100,000+

*Charge time from empty (SOC = 0%) assuming the 2022 Fleet average battery capacity (49 kW).

**Power output and associated amperage can vary between 7 to 19 kW for L2 stations and from 50 to 350 kW depending on charger specifications. Higher power chargers fill batteries more quickly but cost more. The values used in the chart above are typical today but are likely to increase in the future.

***Rough-order-of-magnitude estimate. Actual costs depend on EV charger features, electrical infrastructure requirements, and site conditions.

Terminology to describe EV chargers include the following:

- A **charging station** or **charging post** is unit that hosts one or more EVSE ports and connectors. It is typically wall- or bollard-mounted.
- An **EVSE Port** provides power to one EV at a time, even though it may have multiple connectors.
- A **Connector** is plugged into an EV to charge it. Multiple connectors may be available on one EVSE port, but only one EV will charge. There are multiple connector types (J1772, CCS, CHAdeMO, Tesla), which may limit accessibility to certain EV makes and models.

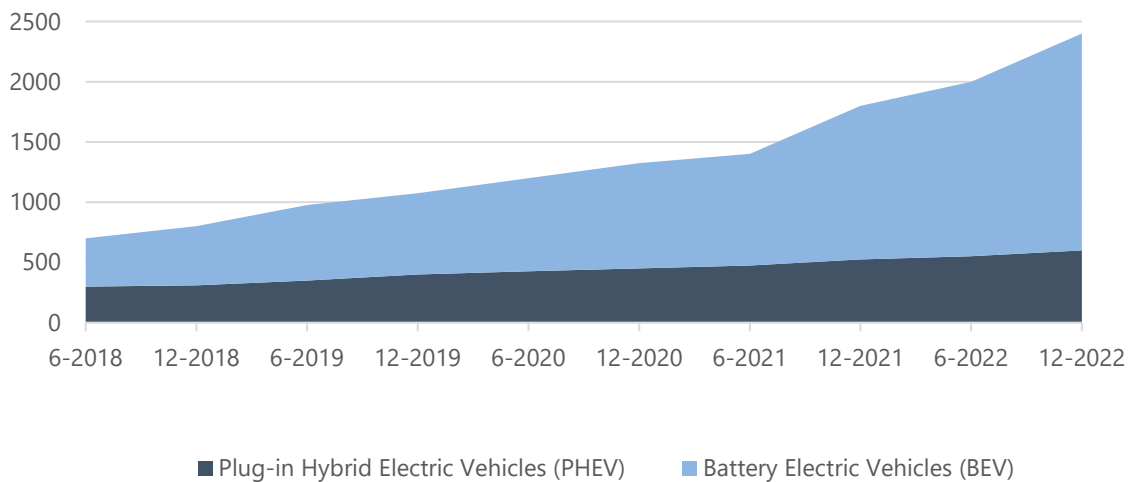
Other important features of EV chargers include the ability to connect to a network to collect payments, meter usage, communicate with, and track status for users and site hosts.

For site hosts with multiple EV chargers, **managed charging** takes advantage of “smart” networked chargers to control energy use, mitigate demand charges, and reduce the need for electrical infrastructure upgrades.

E.1.3 Baseline

Less than 1% of vehicles on the road were EVs in 2023. Over 2.4 million registered vehicles were EVs as of August 2023, according to the U.S. Department of Energy's Alternative Fuels Data Center. The top 5 states for EVs were California, Hawaii, Washington, Oregon, and Nevada when normalized for population. Alaska ranks 36th out of the 51 U.S. States and Territories. Alaska is not registering EVs at a rate proportional to its population, with the state accounting for 0.08% of total EV sales and 0.22% of the total population. There were 1,875 battery electric vehicles (BEV) registered as of May 2023 according to Alaska Department of Transportation and Public Facilities which is equal to about 0.2% of all registered vehicles. This is depicted in **Figure E-3**.

Figure E-3
Electric Vehicles Registered in Alaska



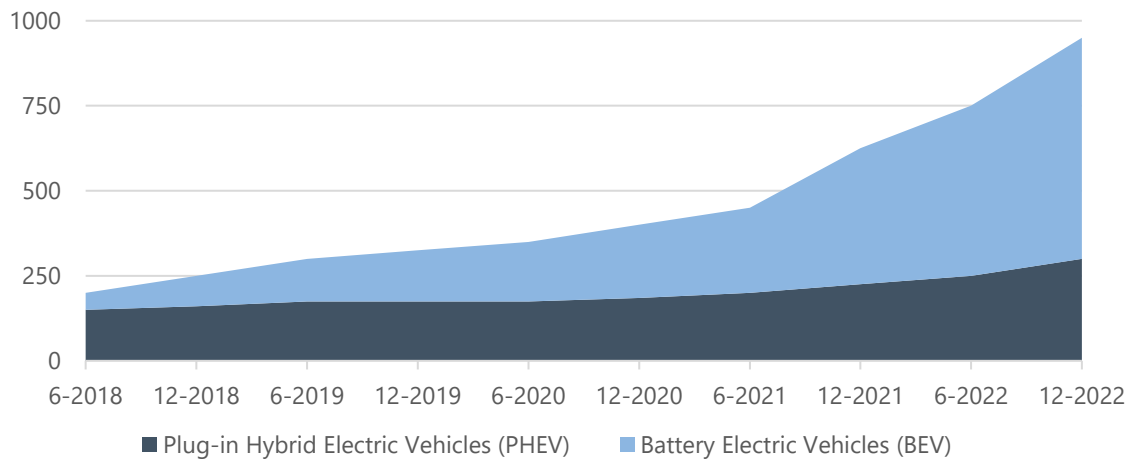
Source: Alaska Department of Transportation and Public Facilities, 2023

The focus area for this study is the Anchorage Metropolitan Statistical Area (Anchorage MSA), encompassing the Municipality of Anchorage (MOA) and the Matanuska-Susitna Borough. Though the population of Anchorage has dropped 0.26% since 2010, Matanuska-Susitna's population has grown 26.42%. Anchorage MSA is an area experiencing increased EV adoption as it is easily accessible and has existing an EVSE. According to the State of Alaska's EV Implementation Plan, in May of 2023, there were 804 EVs registered within the Anchorage MSA, or 43% of total EV registrations in the state, and about two EV registrations per 1,000 people. Vehicles registered in Anchorage account for 79% of EVs in the MSA. The various municipalities of the Southeast region of Alaska account for the second highest adoption rate, at 38% of total EV registrations (715).

Registrations within the Municipality of Anchorage have grown rapidly since 2018 despite overall electric vehicle registration being lower than national averages. According to Chugach

Electric’s tracking, electric vehicle registrations grew approximately 375% (from around 200 to around 950 vehicles) in the four years between 1018 and 2022, as described in **Figure E-4**.

Figure E-4
Anchorage MOA EV Registrations



Source: Chugach Electric, 2023

E.1.4 Forecast

Multiple agencies forecast future EV sales and markets. Several projections were benchmarked for this study, including those produced by Bloomberg New Energy Finance (BNEF), Deloitte, EV Adoption (EVA), Boston Consulting Group (BCG), the International Energy Agency (IEA), Wood Mackenzie (WM), the U.S. Energy Information Administration (EIA), and the University of California at Berkeley (UCB). These projections are summarized in **Table E-2**.

Table E-2
EV Forecast Agencies included in the Benchmark

Agency	Description
BCG	BCG is a global consulting firm providing periodic assessments of the EV market. Its 2022 forecast evaluates EV sales market penetration through 2035 with limited no-cost access to underlying data and assumptions. Its projection is the highest included in this benchmark.
BNEF	Bloomberg NEF is a research consultancy covering global commodity markets and decarbonization technology. Their Electric Vehicle Outlook is published annually with limited, no-cost access to the underlying data. The 2022 report is its 7th iteration and projects sales, sales market penetration, and fleet stocks through 2035. BNEF's projections are consistently high-end.
Deloitte	Deloitte is a global consulting firm that produced a 2030 projection of EV sales market penetration. This 2020 report provides limited, no-cost access to the underlying data and assumptions. Its projection is the median for this benchmark.
EIA	The U.S. Energy Information Agency is a subdivision of the US Department of Energy responsible for statistical analysis. Its Annual Energy Outlook includes no-cost access to underlying data supporting its forecast of EV sales through 2050. Its "Reference Case" is the lowest projection in this benchmark.
EVA	EV Adoption produces limited no-cost access EV analysis and forecasts as part of an EV consultancy. Its most recent projection (2021) included estimates of EV sales volumes and penetration, as well as estimates of the future EV fleet, through 2030. Its projection is slightly above the median.
IEA	The International Energy Agency is an intergovernmental statistical agency associated with the Organization for Economic Co-Operation and Development (OECD) member nations. It produces an annual Global EV Outlook projecting sales and fleet volumes through 2030 with unlimited no-cost access to underlying data and assumptions. Its 2023 projection includes two scenarios: the Stated Policies Scenario (STEPS) reflects current policy plans, while the Announced Pledges Scenario (APS) is based on climate-focused policy pledges and announcements. The former is a median projection, while the latter is near the high-end.
UCB	The University of California at Berkeley is a public university whose Center for Environmental Public Policy released its 2035 Report 2.0, evaluating the technical and economic feasibility of vehicle electrification. Its No New Policy scenario evaluates EV sales market penetration under current policy conditions with unlimited no-cost access to underlying data and assumptions. Its projection is just below the median.
WM	Wood Mackenzie is a global research consultancy focused on energy and commodities. In 2020, WM released its 2040 forecast of EV sales volumes with limited access to underlying data and assumptions. Its projection is at the low-end.

Source: Boston Consulting Group, 2022; Bloomberg New Energy Finance, 2022; Deloitte, 2022; U.S. Energy Information Administration, 2023; EV Adoption, 2021; International Energy Agency, 2023; University of California at Berkeley, 2021; Wood Mackenzie, 2020; RS&H Analysis, 2024.

EV forecasts are uncertain, with results highly dependent on methods, assumptions, and intended use. Factors that could affect the results, include:

- **Year:** The EV marketplace is changing rapidly, so the year in which the projection was made could be influential. Projections included in this benchmark range from 2020 to 2023.
- **Sector:** This benchmark includes projections prepared by government agencies, non-government organizations, and for-profit consultancies. Each of the projections may have different audiences in mind when preparing their analyses, which could affect their results.
- **Transparency:** For-profit consultancies do not provide unlimited, no-cost access to the data, assumptions, and methods underlying their projections, while government and non-governmental organization (NGO) projections do. Methodology can have an important impact on results.
- **Horizon:** Long-term forecasts are more uncertain than short ones. The effects of methods and assumptions are more pronounced, with higher variability across projections in later years. This benchmark includes projections that range from 2030 to 2050.
- **Metrics:** Projections included an attempt to predict future EV sales volumes (Sales #), sales market penetration (Sales %), or the future size of the EV fleet (Fleet). Some projections include just one of these metrics and others include a combination of metrics. Sales reflect assumptions about new cars, while fleet projections must forecast the rate at which EVs are added to the existing mix of vehicles.

Table E-3 compares these characteristics among the projections included in this benchmark.

Table E-3
Benchmark EV Forecast Characteristics

	Year	Sector	Transparency	Frequency	Horizon	Metric(s)
BCG	2022	Private	Limited	One-time	2035	Sales %
BNEF	2022	Private	Limited	Annual	2035	Sales #, Sales %, Fleet
Deloitte	2020	Private	Limited	One-time	2035	Sales %
EIA	2023	Gov't	Unlimited	Annual	2050	Sales #
EVA	2021	Private	Limited	Periodic	2030	Sales #, Sales %, Fleet
IEA APS	2022	NGO	Unlimited	Annual	2030	Sales #, Fleet
IEA STEPS	2023	NGO	Unlimited	Annual	2030	Sales #, Fleet #
UCB	2021	NGO	Unlimited	One-time	2050	Sales %
WM	2020	Private	Limited	One-time	2040	Sales #

Source: Boston Consulting Group, 2022; Bloomberg New Energy Finance, 2022; Deloitte, 2022; U.S. Energy Information Administration, 2023; EV Adoption, 2021; International Energy Agency, 2023; University of California at Berkeley, 2021; Wood Mackenzie, 2020; RS&H Analysis, 2024.

Forecasts were adjusted to account for different methods to provide a common basis for comparison.

- Percentages were converted to total EV sales based on the EIA’s total passenger vehicle sales projections from 2022 to 2050 for projections that reported sales market penetration.
- Using historical sales data, current fleet data, future projections, and an average vehicle lifespan of 12 years, fleet size projections were derived for all forecasts. For projections that provided total vehicle sales, total fleet size was calculated assuming **3,454,700 EVs registered within the United States in 2023** per the 2023 Annual Energy Outlook published by EIA. This conversion also assumes an EV lifespan of 12 years. The average age of light vehicles in operation in the United States rose to 12.2 years in 2022, and 2022 marks the fifth straight year the average vehicle age has risen.
- Annual values were linearly interpolated for forecasts that did not provide continuous values across time horizons.
- Interpolations beyond 2030 were not made for forecasts that end in that year.
- The EV market share of the future automobile fleet is calculated using EIA’s total passenger vehicle fleet projections from 2022 to 2050. Notably, EIA’s projection of the growth rate of the total vehicle fleet is lower than its projection of the EV fleet growth rate.

Set on a common basis, the forecasts reflect a wide range of results. They indicate significant uncertainty about future EV sales and their share of the automobile marketplace, as well as the size and market share of the future EV fleet.

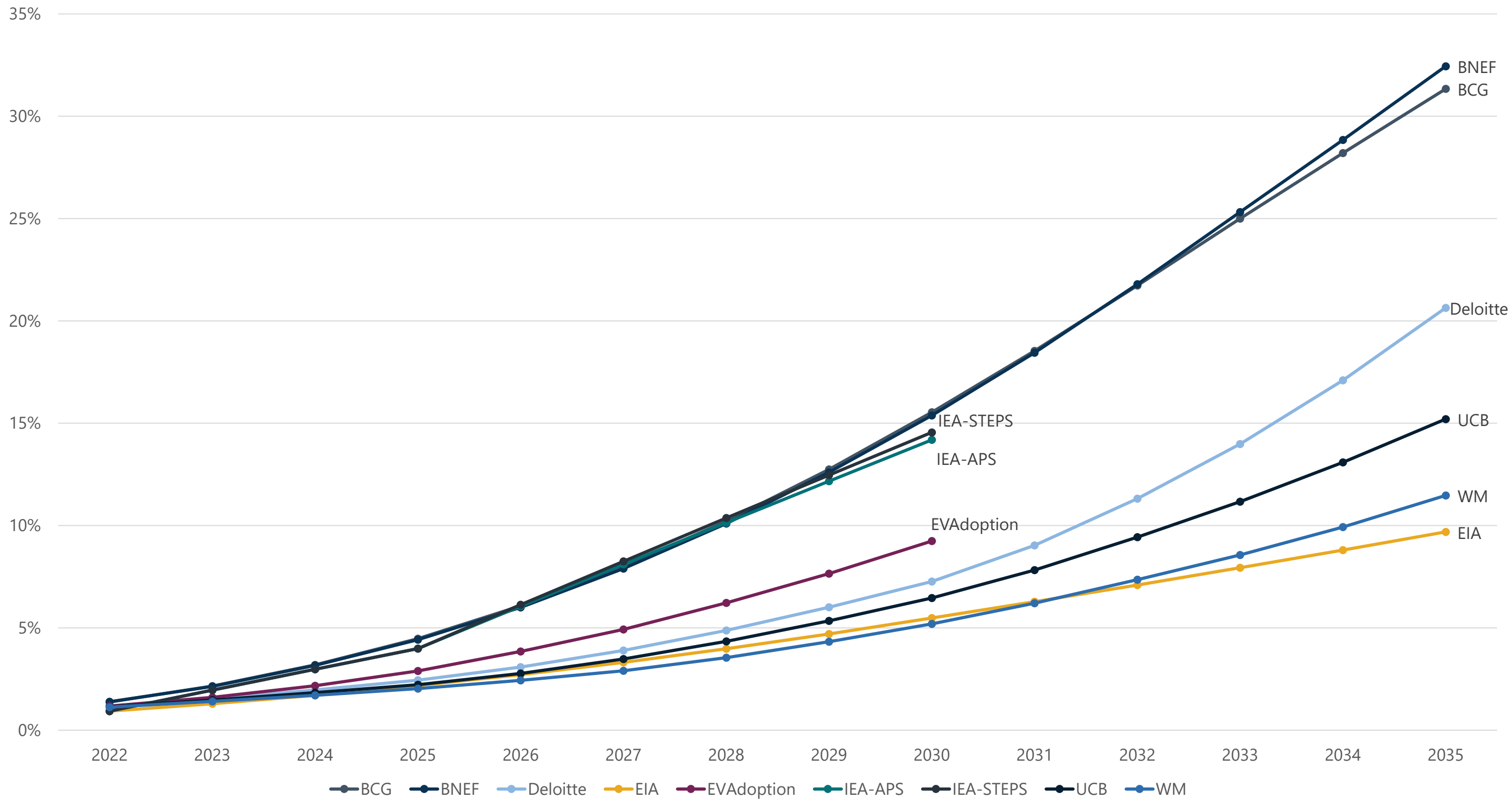
Table E-4 compares projections to 2030, since all forecasts include this time horizon. The EV market share of sales ranges from 14% to more than half of all vehicles. The range of EV market share for fleets is narrower – from 5% to 16%. **Figure E-5** depicts the adjusted EV fleet market penetration through 2035 and illustrates the broad range of projections in 2030 and 2035.

Table E-4
Benchmark EV Forecast Results Comparison

	EV Sales (Millions)	EV Market Share Sales	EV Fleet (millions)	Market Share Fleet
EIA	2.2	14%	14.9	5%
WM	2.8	18%	14.1	5%
UCB	3.4	23%	17.6	6%
Deloitte	3.8	25%	19.8	7%
EVA	4.7	31%	25.1	9%
IEA STEPS	7.8	51%	39.6	15%
IEA APS	7.8	51%	38.6	14%
BNEF	8.0	53%	41.9	15%
BCG	8.1	53%	42.3	16%

Source: U.S. Energy Information Administration, 2023

Figure E-5
Benchmark Forecasts of EV Fleet Market Penetration (2021-2035)

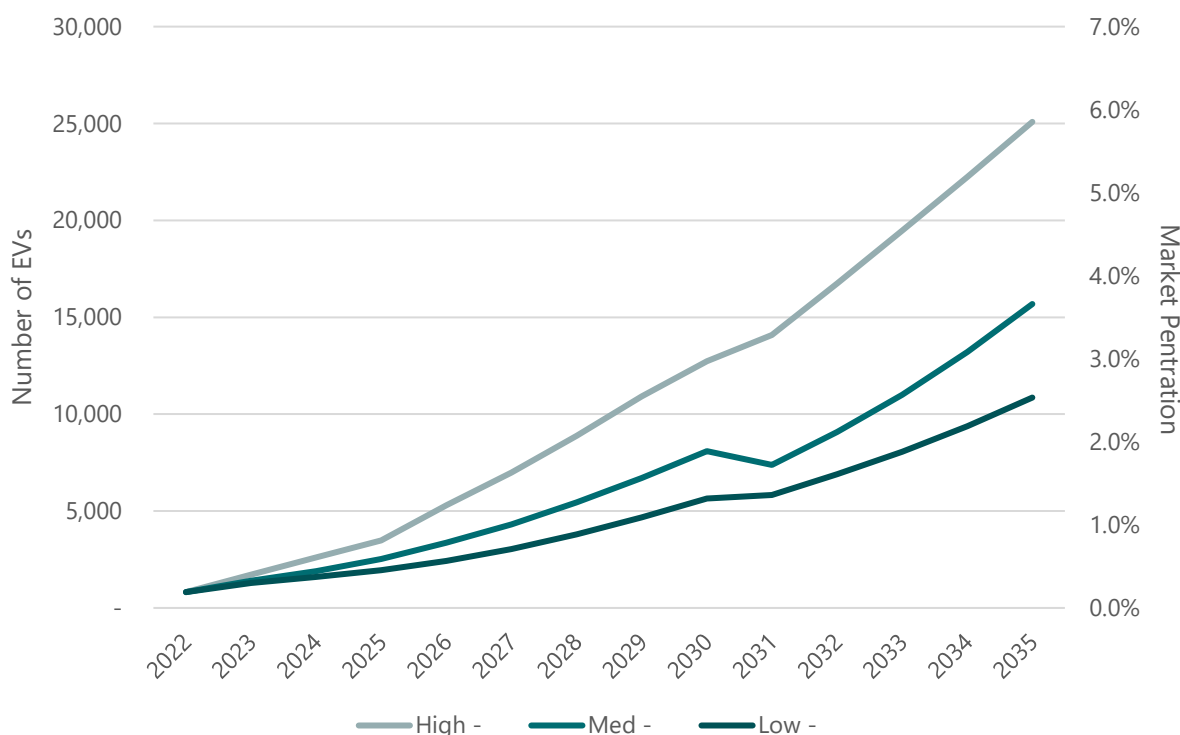


Source: U.S. Energy Information Administration, 2023

Adjusted forecasts were downscaled to the Anchorage MSA to understand how EV projections affect ANC. High, medium, and low growth scenarios were derived by applying 25th, 50th and 75th percentile values from normalized benchmark forecasts to baseline data for the Anchorage MSA.

The results indicate that ANC's planning area could include between about 11,000 and 26,000 EVs by 2035, representing 2.5% to 6% of all vehicles. Each scenario has a high average annual growth rate of about 19% to 27%, as depicted in **Figure A-6**.

Figure E-6
Forecasted EV Fleet and Market Penetration Downscaled to the Anchorage MSA



Source: U.S. Energy Information Administration, 2023; RS&H Analysis, 2024

The uncertainties that apply to forecasting EV sales and stocks nationally also apply locally. The EV market is turbulent. It is characterized by rapid growth, technological innovation, shifting consumer sentiment, and policy changes, including incentives and funding. EV adoption within Alaska also faces unique challenges, including increasing difficulty predicting consumer behavior and technological capacity. There is also reason to believe that Alaska's adoption rate will behave similarly to the national trend as cost becomes less of a barrier for consumers and the availability of SUV and pickup truck EVs increases despite the challenges faced by EVs in Alaska. This EV forecast should be revisited periodically and as conditions change as with any planning factor important to ANC's future.

E.2 Electrification Engagement

Understanding ANC's present and future position relative to peer airports, rent-a-car (RAC) companies, and its electric utility provides important context for this planning effort. The industry is moving quickly towards electrification, and ANC benefits from engaging its aviation peers to gather lessons learned and understand best management practices. Meanwhile, RACs are engaging airports across the nation to support their electrification plans. All RACs are planning for the deployment of EVs and EVSE despite differing public postures. Chugach Electric seeks to anticipate the effect of electrification on its service and is keen to partner with major players like ANC early and often in the process, including by offering EV charging incentive programs to promote the use of EVs in Alaska.

E.2.1 Airports

Three airports were surveyed to learn more about their approach to EVs and EVSEs in public parking and RAC operations, as well as other contexts. The peer airports – Seattle-Tacoma International Airport (SEA), John Glenn Columbus International Airport (CMH), and Indianapolis International Airport (IND)-were selected for commonalities with ANC (e.g., size, origin and destination travel volume, market, etc.). At the same time, it is important to recognize that ANC is unique, and electrification planning at the airport must be tailored to its distinctive characteristics.

An Airport Like No Other

In 2022, ANC was the 3rd busiest air cargo airport. It is co-located with the world's busiest floatplane facility and is the busiest float plane seaplane operation in the world. As the largest airport in Alaska, ANC provides one in seven jobs to the Anchorage metropolitan area with an annual economic impact of \$1.84 billion (USD) to the state (Crook, 2023).

SEA, CMH, and IND are all currently engaged in discussions with RACs to develop EVSE. A description of the various stages of EVSE planning and deployment is as follows:

- **SEA:** There are currently 18 Level 1 charging stations at SEA on the first floor of the parking garage and 94 Level 2 charging stations that are used by both the airport fleet and for personal use by employees. There are Direct Current Fast Chargers (DCFC) in SEA's cell phone lot.
- **CMH:** There is one Level 2 dual port charging station in the valet lot; however, it is not used due to accessibility issues. The newly expanded parking garage includes 10 Level 2 dual port charging stations that allow for 20 cars to charge. There is also one Level 2 charging station in the "walking lot," one in the employee lot, and three DCFC for the electric buses that serve ConRAC facility.
- **IND:** The airport currently owns and operates 84 EV chargers, all of which are Siemons-based brands. There are 35 Level 2 charging stations, four Level 3 charging stations in the parking garage, and 10 Level 2 charging stations in the valet station.

E.2.1.1 Seattle-Tacoma International Airport (SEA)

Sustainability goals, including reducing greenhouse gas emissions, are the biggest drivers for increasing the amount of EVSE within parking operations at the SEA.

SEA does not currently track EVSE usage data. However, they expressed interest in exploring data tracking in the future with the aim of monetizing the use of chargers. Fees for utilizing the Level 2 charging stations in the parking garage are currently included in the rates for occupying a parking spot. SEA aims to separate these costs so that users can simply pay for parking without any costs related to EVs in the future. The airport is currently operating a cost recovery system and is transitioning towards a paid system for the Level 2 chargers located in the north employee parking lot. SEA aims to implement a charging fee, as the current costs are distributed among all individuals parking in the lot regardless of their EVSE use.

SEA currently partners with EVGo, which sets its own rate for the use of charging stations in the Cell Phone Lot and is billed as a tenant for electricity usage. EVGo chargers are the only fast chargers at the airport and are highly utilized. EVGo performs maintenance on charging stations in the Cell Phone Lot. SEA is exploring a more comprehensive maintenance strategy across the entire airport.

The airport is engaging in a planning effort with all its RACs about installing chargers at its rental car facility. SEA is advancing the installation of Level 2 chargers within RAC operations, which are being paid for through a tenant reimbursement project by RAC companies. The design was 60% complete as of May 2024, with an expectation that installation will begin in the next few months. RAC companies operating at the airport are pushing SEA to support 85% EV utilization by 2026. However, introducing additional electrical capacity to fully meet their desired requirements is complicated and expensive. The airport is currently working with a commercial management team to allocate costs for equipment and increase electric capacity at the facility.

Alaska Airlines has invested in a generator farm at SEA to support their operational equipment requiring backup generators. Presently, the airport's usage ranges between 14 and 15 megawatts (usage at ANC is currently around 3.6 megawatts). The backup facility is currently diesel-powered; however, the airport is actively developing strategies to decarbonize and minimize its environmental footprint. Exploring more resilient infrastructure with improved storage, including hydrogen as a long-term strategy, is being considered. SEA aims to reduce reliance on additional diesel resources and is identifying what is considered 'mission critical,' to be connected to the backup power systems in the case of an emergency.

Notable challenges that SEA has encountered include the cost and effort to increase electrical capacity, and there is no strategy currently in place to implement infrastructure upgrades to meet increasing demand. Additionally, space constraints at SEA pose challenges for EVSE implementation. While the demand for charging equipment is immediate, the full infrastructure development might extend over the next 10 years. However, the rate of change is dramatic for

EVSE infrastructure, and it is likely that charging technology will need to be updated before the end of its operational life.

SEA is interested in electrifying their ground support equipment (GSE) and installing airfield chargers in addition to 14 Level 2 chargers in the parking garage and two DCFC chargers for use by police vehicles. They are also installing 10 DCFCs (five dual-port units) in the TNC and taxi holding lots, potentially accounting for 10% of the airport's peak electricity demand. Additionally, five DCFCs (four dual-port 350 Kilowatt-hours [kWh] chargers and one dual-port 100 kWh charger) are being added via a public grant from the Washington State Department of Commerce.

E.2.1.2 John Glenn Columbus International Airport (CMH)

All EV charging stations at CMH are the ChargePoint brand and were financed and installed using a combination of grants by the state of Ohio, the Volkswagen Settlement grant, and the electric company that supplies electricity to the airport (AEP Ohio). ChargePoint performs maintenance on the charging stations.

There is currently one single pedestal charging station with dual ports in the valet parking area. However, utilization is low due to accessibility issues, as valet parking was still discontinued as of May 2024 due to COVID but may be restarted in the future. The parking garage previously had one dual-port Level 2 charger located on the fourth floor. However, the recently expanded and remodeled parking garage included the addition of 10 dual port charging stations that allow for 20 cars to charge. There is also one dual port charging pedestal in the "walking lot," as well as one in the employee lot.

Utilization of EVSE is high at CMH. Overall parking occupancy rates in parking lots have returned to pre-COVID volumes. The airport conducts assessments of parking durations in various lots to determine the most suitable charger types, opting primarily for Level 2 chargers due to their widespread commercial availability, durability, and convenience for users to locate them online. CMH reports that most parking spots in the parking garage with a charger are being utilized.

Collecting fees for electricity in Ohio is limited to public utilities and many EVSE grants mandate that chargers be publicly accessible. Therefore, customers using the parking garage/lot pay the same rate, regardless of EV charging. CMH is exploring strategies to mitigate overall peak demand in the future. This would lower overall costs as electricity costs are influenced by peak demand.

Previously, the RACs occupied space in the parking garage until it was reclaimed by the airport. A collective fund was established by the RAC organizations to construct a new facility. Unfortunately, the building construction coincided with the COVID pandemic when ConRAC usage was low. At that time, the car rental companies did not anticipate a significant market for EVs in Ohio, leading them to decide against installing EV chargers in the facility. Hertz began purchasing EVs with operations returning to normal which prompted other RACs to follow suit.

Consequently, the building had to be retrofitted to include Level 2 EV chargers, with the costs covered by the RACs.

A low percentage of the internal fleet at CMH is EV; however, the airport is continuously evaluating eligible vehicles for use at the airport, including for the maintenance department and the police fleet. CMH Parking Operations considers EVs for courtesy cars but finds their performance unsatisfactory. Additionally, hybrid or all-electric public shuttles were explored but not adopted due to range limitations and insufficient heavy-duty capabilities. The airport utilizes two hybrid electric Ford fleet vehicles. In addition, CMH owns and operates three fully electric buses that serve the rental car facility and are charged using three DC fast chargers. Two of the charging stations are pedestal mounted. The third is suspended and attaches to the top of the bus.

A city ordinance requires that a certain percentage of all new public parking must contain chargers. CMH is in the process of replacing a passenger terminal, currently at 30%-50% design completion, with expected occupancy in 2028. As part of this project, a parking garage is anticipated to require approximately 100 additional EV charging spaces. While the charging configuration is not finalized, the airport is considering the construction of a substation with an estimated connected load approximately five times the typical requirement. It is anticipated that half of this load will be utilized on a standard day.

An emergency generator currently supports the parking garage, although it does not cover the entire load. CMH has a history of reliable electricity, with no significant or prolonged power outages. The Airport aims to implement onsite storage solutions to retain energy for emergency situations.

Along with increasing the electric capacity in certain areas of the airport, challenges reported by CMH include identifying secure and safe locations for charging stations, as EV fires require specialized firefighting techniques. There is hesitancy among operators to adopt electric GSE, fearing potential disruptions due to the equipment running out of power. CMH emphasizes the importance of having a clear purpose for investing in EVSE to ensure a well-designed system with dedicated ownership.

E.2.1.3 Indianapolis International Airport (IND)

There are currently 84 EV chargers overall, all of which are Siemens brands and are owned and operated by the Airport. Thirty-five Level 2 chargers and four Level 3 chargers, serving a total of 6,000 parking spaces, are presently in the public parking garage. Additionally, 21 Level 2 chargers and four Level 3 chargers are in the process of being installed. The valet area features an additional 10 Level 2 chargers. IND is installing EVSE for ground support equipment and has plans to deploy EV chargers in the cell phone lot and the rideshare (Uber/Lyft) lot.

Approximately 1% of the parking garage is equipped with EV charging infrastructure, with a goal to increase this to 2% across all parking facilities. The Airport currently has ongoing plans to

develop EV infrastructure for surface parking and expand EVSE at the Airport overall. The Airport is also using its second generation of electric buses to shuttle passengers from parking locations to the terminal.

IND initially installed 14 Level 2 charging stations in the parking garage that experienced high utilization. However, some of the occupancy may be due to the preferential location of these spaces at the front of the garage, and not all EVs occupying the spots are plugged in. There is also an indication that rental car companies are rotating cars through these spaces for charging. The airport expects significant usage from the newly installed chargers, though they might not reach the levels seen during the first installation of chargers. IND tracks parking facility usage and duration. However, they intend to employ a more aggressive tracking strategy to inform future planning and development. IND does not charge separately for the use of existing charging infrastructure outside of general parking fees. Currently, the use of chargers is considered customer service and an incentive to use EVs.

The RAC ready/return area is situated on the lower level of the parking garage, while the Quick Turn Around (QTA) area is in an adjacent building. The RAC ready/return area itself lacks chargers specifically designated for rental car use. Ongoing projects involve Hertz and Avis installing a total of 15 charging stations in the QTA building, with RAC operators expressing further interest in placing chargers for their use within the parking garage. With an upcoming expansion of the parking garage, the first floor will be reassigned for RAC use. In consideration of potential infrastructure changes due to future expansions, the RAC operators made the decision not to install chargers that might need to be abandoned or relocated.

The RACs operate on a separate electrical service for EVSE, shared through an RAC consortium. Anticipating a second parking garage expansion, the RACs plan to collect a Customer Facility Charge (CFC) for EV funding. The airport will maintain a separate electricity meter to facilitate billing for electricity usage which simplifies the process for RACs to track and allocate costs based on their individual electricity consumption.

An airport tech shop representative is dispatched to investigate reported issues with chargers marked as nonfunctional or experiencing difficulties. The services of a third-party representative are enlisted for the necessary repairs in instances of malfunction or damage.

The parking garage is equipped with backup power and emergency. Ongoing sustainability efforts involve the installation of renewable energy sources, including battery backup. Additionally, the introduction of microgrid controllers is underway which utilize renewable energy sources during the day and transitions to battery operation at night without disconnecting from the electricity grid or emergency backup systems.

Results from surveys of SEA, CMH, and IND compared to ANC are summarized in **Table E-5**.

Table E-5

Current EVSE Status at ANC and Benchmark Airports

Current Status	ANC	SEA	CMH	IND
EVSE in Public Parking?	No	Yes	Yes	Yes
EVSE in RAC Operations?	No	Yes	Yes	Yes
EVSE for Airport Vehicle Fleet?	No	Yes	Yes	No
EVSE for Other Applications (e.g., GSE)	No	No	Yes	Yes
EVSE Owned by Airport?	No	Yes	Yes	Yes
EVSE Operated by Airport?	No	Yes	Yes	Yes
EVSE Fees for Use?	No	Yes	No	No
EVSE Fees for Use in the Future?	No	Yes	Yes	No
EVSE Data is Tracked?	No	No	No	No

Source: RS&H Analysis, 2024

E.2.2 Rent-A-Car Companies (RACs)

The RAC operators at ANC consist of five airport concessionaire entities doing business as nine different brands. All RAC entities are Alaskan-owned and operated separately from national corporate brand entities. The largest RACs at ANC were surveyed or interviewed for this study to understand their EV and EVSE plans and perspectives. All are actively engaged in planning for EVs and EVSE and are forecasting steady growth.

E.2.3 Chugach Electric

Representatives from Chugach Electric, the utility provider for ANC, were interviewed to understand their perspective on the electrification of parking and RAC operations at the Airport. EV growth in Anchorage is the fastest in the state. Chugach Energy is actively supporting this surge through a strategic approach centered on establishing predictable rate structures tailored for EVs. Chugach introduced a tariff encompassing both Level 2 and Level 3 chargers in a recent initiative aimed at reducing overall operational costs. In addition, they implement incentive programs specifically designed to alleviate capital cost barriers associated with EV charging, such as providing discounts for charging stations depending on how projects are funded.

There is significant electrical demand associated with RACs, and conventional utilities often register peak usage during such operations, passing on a share of the cost to customers. Chugach develops an EV rate that blends demand and energy costs in response to the potential sharp peaks associated with RAC operations which aims for equitable and predictable EV energy costs.

Rental car demand at ANC is concentrated in the summer. Chugach recommends a consolidated hub near, but distinct from, ConRAC facilities that also serves the public to address ANC rental car demand peaking characteristics. The hub would introduce the potential for increased collaboration among partners and enable the sharing of associated costs.

Other key considerations highlighted by Chugach include:

- **Climate:** It is imperative to ensure that all equipment is appropriately rated for the environmental conditions at ANC and is equipped with adequate cover to withstand the impacts of the weather.
- **Implementation:** Chugach recommends a phased approach for ANC, starting with the update of metering equipment to accommodate a dedicated EV service rate. They advise against deploying all chargers simultaneously, emphasizing the importance of early and frequent communication between Chugach and the Airport, and a gradual implementation to accommodate the rapid evolution of vehicles and technologies.
- **Infrastructure:** The installation of EV infrastructure entails a complex process with various components, such as securing easements, and procuring and installing large and expensive transformers. The extended lead times associated with these processes present challenges in aligning timelines effectively.

Electric loads in Anchorage have declined over the last decade or two, resulting in a decline in available electrical capacity. Most areas are configured in a 'looped' manner, allowing them to be fed from multiple directions. However, predicting future loads is challenging, particularly given the seasonal fluctuations associated with Airport and RAC operations. The growth of EV adoption is anticipated to accelerate rapidly, potentially exceeding current estimates. Operators should be prepared for challenges associated with inexperienced users and rental car customers entering the EV landscape. An early development of a comprehensive design is critical, considering that Anchorage serves as the urban center in a state with unique challenges for EVSE. Anchorage cannot solely rely on statewide numbers to inform their EVSE implementation, emphasizing the need for a proactive and locally tailored approach to accommodate the expected surge in EV adoption.

E.3 EVs in ANC Parking Operations

ANC needs to increase its EVSE to 0.3% to 0.5% of parking spots in facilities by 2025 and 1.5% to 3.4% by 2035 based on forecasted penetration of EVs in the planning area and occupancy patterns in parking facilities. Expanded EVSE will require upgrades to the airport’s electric infrastructure and utility service. Maintaining a robust EVSE network at the airport can be supported by obtaining grants and charging a competitive fee for use.

E.3.1 Parking Operations

ANC operates three fee-based public parking facilities consisting of Short Term, Long Term, and Park-Ride & Fly parking facilities. ANC also operates a Cell Phone lot. These facilities provide a variety of parking amenities that meet travelers’ needs, ranging from basic to premium. These parking facilities are briefly described in **Table E-6**.

Table E-6
ANC Public Parking Facility Summary

Facility	Description
Short Term Garage (South Terminal)	The Short Term Parking Garage is located east of the South Terminal. It includes an additional 1,235 spaces at a rate of \$16 per day.
Long Term	The Long Term parking lot is located northeast of the Short Term Parking Garage. It currently accommodates 894 cars at a rate of \$13 per day with a weekly maximum of \$78.
Park Ride & Fly	The Park, Ride & Fly Lot is located on International Airport Road, adjacent to the Cell Phone Lot, and has an existing capacity of 291 paved parking spaces, with additional capacity for 100 vehicles in unpaved spaces. Parking costs are \$9 per day.
Cell Phone	The Cell Phone Lot is utilized by motorists waiting for arriving airline passengers and TNC drivers waiting for requests for rides from customers. It is located on Rutan Place and Aviation Avenue. There are 15 parking spots available during the week, and more than 30 spots during the evening and weekends.
Employee	The Employee Lot is located on the northern boundary of the Long Term parking lot on International Airport Road.
Short Term Lot (North Terminal)	The Short Term Parking Lot is located east of the North Terminal and is underutilized due to a lack of scheduled international flights. It provides 207 parking spaces and has a rate of \$13 per day with a weekly maximum of \$78.

Source: Terminal Ground Access Study, 2020; RS&H Analysis, 2024

ANC has two terminal buildings, the North Terminal (international) and South Terminal(domestic), which service commercial airline flights. The North Terminal is underutilized, with very little passenger traffic and nearly zero demand for roadways, curbsides, or parking facilities. The primary lots used at ANC are the Short Term Garage, Long Term Parking, and the Park-Ride & Fly lot.

Figure E-7 shows the locations of ANC's fee-based parking services. The Cell Phone lot is located immediately south of the Park, Ride & Fly lot both are located further from the terminal down International Airport Road. Employee, Long Term, Short Term Garage, and Rentar Car Center lots are located adjacent to the South Terminal, which primarily services Domestic flights. The Short Term Lot is located adjacent to the North Terminal, which services international flights.

Figure E-7
ANC Parking Facilities Locations



Source: ANC Airport Website

E.3.2 Parking Facility Use

Data provided by ANC characterizes the use of the Airport's public parking facilities. Data include capacity, occupancy, and duration of occupancy from 2021 through 2023. As expected, facility use characteristics differ based on the parking service.

Close to 80% of parking activity occurs in the Short Term Garage and Long Term Lot. An average of 2% of parking activity occurs in the North Terminal Short Term Lot, and around 19% of parking occurs in the Park, Ride & Fly Lot. The occupancy and duration of the Cell Phone and Employee lots are not tracked. Based on the typical use patterns of these lots, it can be assumed that the typical duration within the Cell Phone Lot ranges under one hour, and the duration within the Employee lot is concurrent with a typical working shift (up to 12 hours).

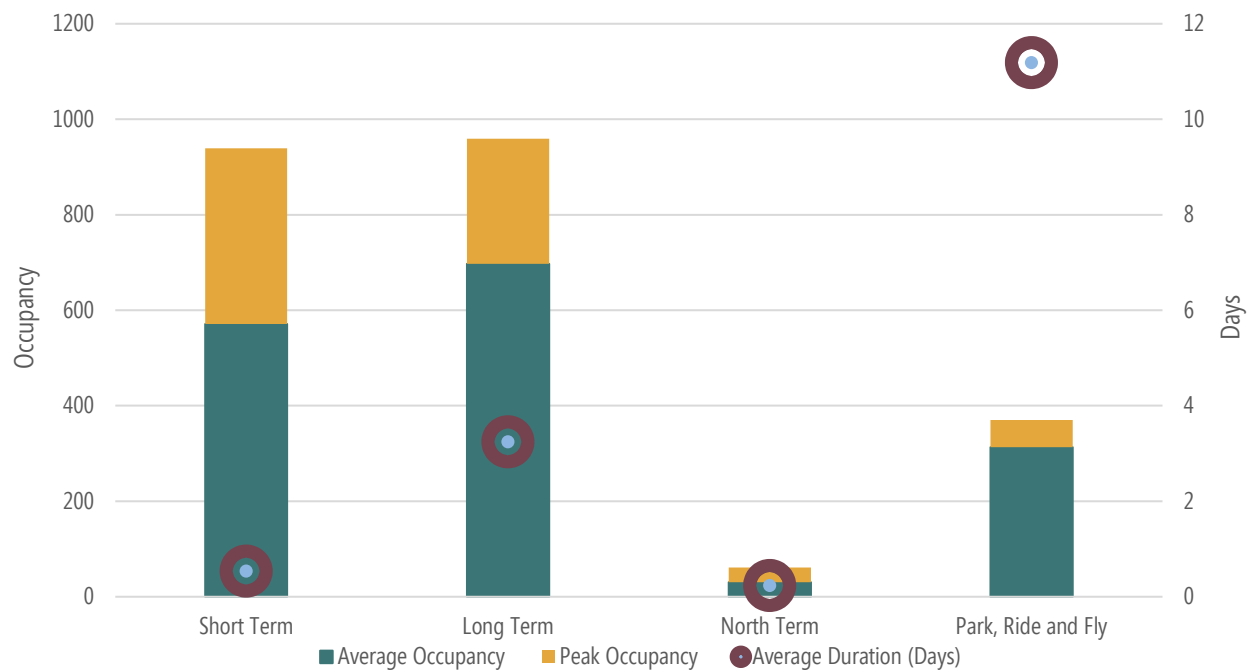
ANC’s parking facility operational characteristics are summarized in **Table E-7**. Parking occupancy (peak and average) and average duration for 2021 – 2023 is depicted in **Figure E-8**.

Table E-7
ANC Parking Facility and EVSE Summary

Facility	Capacity	Occupancy		Duration (Days)	EVSE
		Peak	Average		
Short Term Garage (South Terminal)	1,379	939	571	0.5	0
Long Term Lot	894	959	697	3.2	0
Park, Ride, & Fly	291	330	313	11.2	0
Short Term Lot (North Terminal)	207	61	30	0.2	0

Source: RS&H Analysis, 2024

Figure E-8
Public Parking Facility Occupancy, 2021-2023



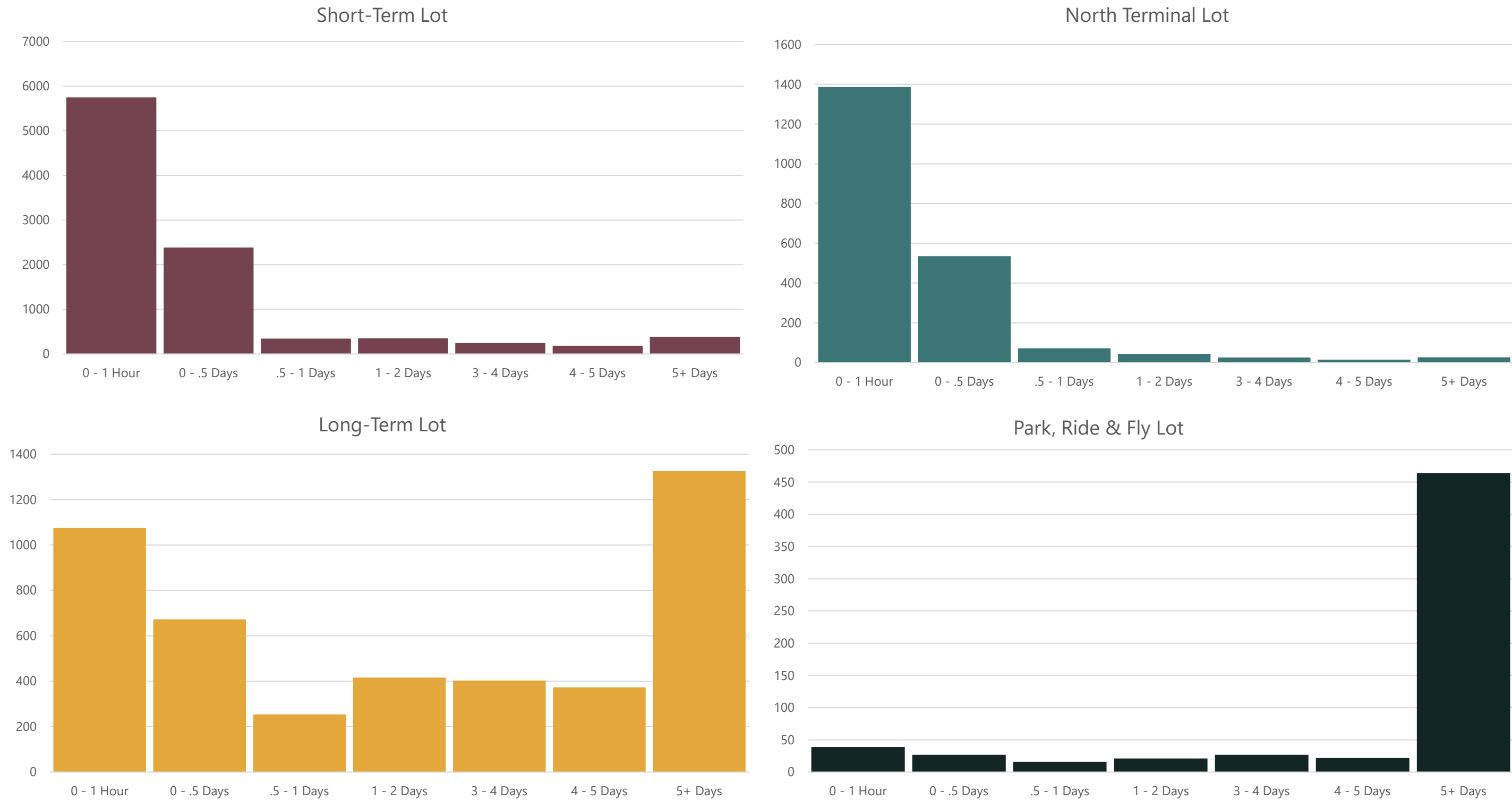
Source: RS&H Analysis, 2024

The occupancy duration frequency distribution for the major categories of each parking facility is depicted in **Figure E-9**. these graphs show that most users occupy facilities for less than one hour, except in the Park, Ride, and Fly facility, which is likely due to ANC's pricing structure which does not charge for the first hour of use. Around 40% of stays are less than 12 hours even in Long Term parking. The highest percentage of stays within the Long Term Lot are over five days, with 56% of stays being over one day. The Park, Ride, and Fly lot demands more long-term use, with over 80% of users staying five or more days.

E.3.3 Existing Charging Stations

There are currently no EVSE charging stations installed at ANC.

Figure E-9
Occupancy Duration Frequencies by Facility



Source: RS&H Analysis, 2024.

E.3.4 Forecasted Needs

Forecast Methodology –

A forecast of future EVSE needs at ANC’s public parking facilities was developed following six steps shown in **Figure E-10**.

Figure E-10

Methodology Summary for Forecasted EVSE Needs at ANC’s Parking Facilities



1. EV market penetration in the Anchorage MSA was characterized for 2022 using data available from registrations within the state of Alaska.
2. National EV forecasts through 2030 to 2035 developed by a variety of private, government and NGO agencies were benchmarked to a common basis.
3. Benchmarked forecasts were downscaled to create a forecast for ANC’s planning area through 2035. Three scenarios were developed: low, medium, high market penetration. The scenarios were based on the range of national EV forecasts.
4. ANC’s parking operations occupancy statistics during peak months were evaluated, producing summaries of peak occupancy, average occupancy, and duration of occupancy by facility.

Forecasted EV market penetration within the ANC planning area were applied to average occupancy values for each ANC parking facility through 2035 to estimate how many EVs might use facilities in the future. Peak rates were not used since in peak conditions, EV charging ports will remove capacity from ANC’s facilities for non-EVs.

The estimate assumes 2018-2022 parking occupancy rates remain constant through 2035. The estimate of EV charger needs assumed one port required for each forecasted EV.

The type of EV charger allocated to each facility was determined by occupancy patterns, with L1 chargers preferred where duration was greater than two days, L2 chargers preferred where the average duration was less than two. Figure 13 shows duration distributions for each lot, which were used to determine needs for fast and slow chargers. DCFC chargers were assigned to lots with a high frequency of durations of less than half a day, in combination with L2 chargers to accommodate for the high capital cost of DCFC.

6. Energy use (kWh) and energy demand (kW) were estimated based on the forecasted quantity of EV chargers and the EV charger specifications included in **Table A-8**. The estimate was calibrated to the expected utilization rate of EV chargers at ANC, which is expected to start at a low rate due to the lack of existing EVSE at the Airport. The utilization rate was then scaled up to reflect increased utilization until it reached a rate of 66% utilization.

All forecasts are limited by uncertainties related to demographics, economics, and technology, among many other factors. In addition, this forecast is subject to the following uncertainties that could affect the actual number of EV charging ports required in ANC parking facilities in the future:

- EV market penetration may proceed faster or slower than the benchmark projections.
- EV market penetration in the Anchorage MSA may be significantly different than the national rate.
- The rate at which EVs penetrate the Anchorage MSA fleet may not be the same rate at which EVs occupy ANC's parking operations.
- The occupancy and/or duration of stay in ANC's parking facilities may change significantly.
- EV driver demand for EV charging may be lower than expected (e.g., the State of Charge of the average EV user may be much higher than 63% and thus they will have no need to charge their vehicle).
- EV charging technology may change in unforeseen ways that affect applicability of L1, L2, and DCFC chargers to ANC's parking facilities.
- Utilization rates of EVSE at ANC may be significantly different than predicted, depending on actual use.

ANC needs between about 37 and 91 charging ports in its parking facilities by 2035 based on forecasted market penetration of EVs in the ANC planning area and occupancy patterns in ANC parking facilities. The needs amount to 0.3% to 0.5% of total parking spots across all facilities in 2025, growing to 1.5% to 3.4% in 2035. In 2024, the forecast calls for two to four new L1 chargers, one new L2 charger, and no DCFC chargers.

Vehicles in the Park, Ride, and Fly lot stay for over five days, making L1 chargers the most preferred. L1 chargers also have the lowest capital and operating costs. A large portion of parking users among the rest of the parking lots park for less than one day, making L2 or DCFC preferred. The Short Term and North Terminal lots are best suited for L2 chargers and a few DCFC, considering the capital cost of installation and O&M for DCFC. A small number of L2 chargers may be needed in the Long Term lot to serve a few passengers who occupy the garage for less than two days. Otherwise, the Long Term lot is best serviced by L1 chargers since many occupants stay for over five days.

The occupancy and duration of the employee lot are not tracked, but due to the nature of airport working shifts, it is assumed that the lot can be serviced primarily by a mixture of L1 and L2 chargers. The cell phone lot also does not track occupancy and duration. THIS parking lot would be best served by DCFC given the short time span a vehicle typically spends in a cell-phone lot. However, it should be evaluated whether the capital cost of installing a DCFC would be justified in this situation. Vehicles are unlikely to plan to charge their EV at the airport if they are only picking up or dropping off a passenger.

EV charger needs in 2025, 2030 and 2035 by parking facility for low, medium, and high scenarios are described in **Table E-8**.

Table E-8
Forecasted EV Chargers by Facility for Low, Medium and High Scenarios

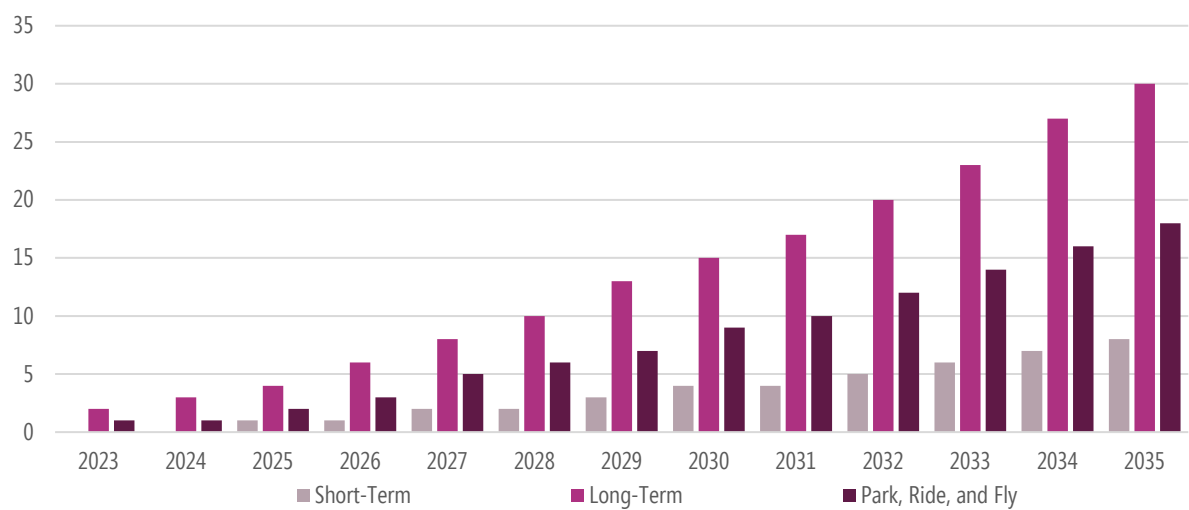
Year & Facility	DCFC-Low	L2-Low	L1- Low	DCFC-Med	L2-Med	L1-Med	DCFC-High	L2-High	L1-High
2025	0	1	3	0	2	4	1	3	7
Short Term	0	1	0	0	1	0	1	2	1
Long Term	0	0	2	0	1	3	0	1	4
North Terminal	0	0	0	0	0	0	0	0	0
Park, Ride, and Fly	0	0	1	0	0	1	0	0	2
2030	1	5	11	2	8	16	4	13	28
Short Term	1	3	1	2	5	2	4	8	4
Long Term	0	2	6	0	3	9	0	5	15
North Terminal	0	0	0	0	0	0	0	0	0
Park, Ride, and Fly	0	0	4	0	0	5	0	0	9
2035	3	11	23	5	16	35	8	27	56
Short Term	3	7	3	5	10	5	8	16	8
Long Term	0	4	13	0	6	19	0	10	30
North Terminal	0	0	0	0	0	0	0	1	0
Park, Ride, and Fly	0	0	7	0	0	11	0	0	18

Source: RS&H Analysis, 2024.

E.3.4.1 L1 Charge Port Forecast

L1 charger port needs range from about 23 (low scenario) to over 56 units (high scenario) by 2035. L1 charger needs in Short Term, Long Term, and Park, Ride, and Fly facilities between 2023 and 2035 are shown below in **Figure E-11** for a *medium scenario*. L1 chargers were not allocated to other facilities.

Figure E-11
L1 Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario

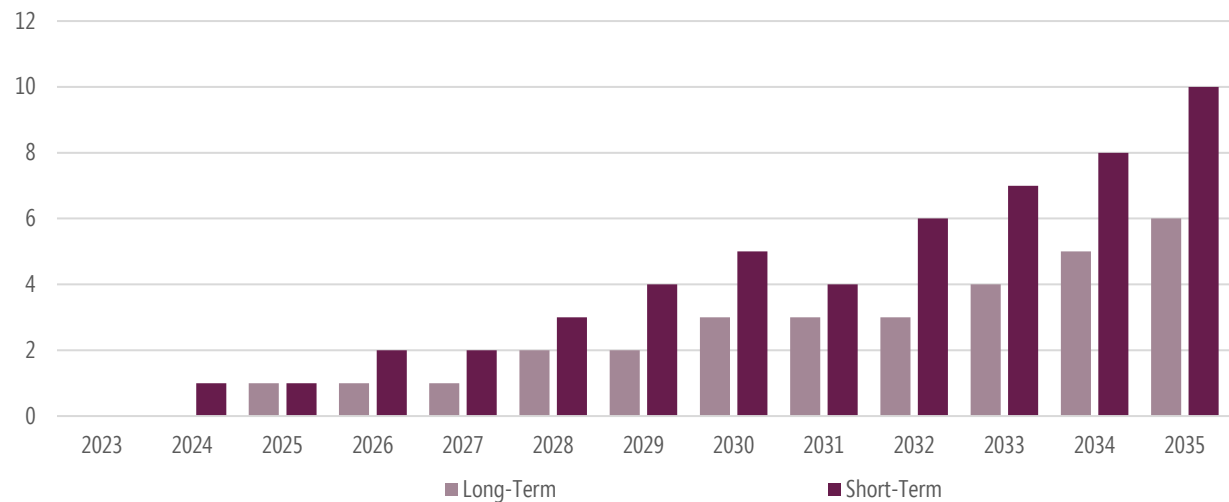


Source: RS&H Analysis, 2024.

E.3.4.2 L2 Charge Port Forecast

L2 charger port needs range from about 11 (low scenario) to 27 (high scenario) units by 2035. L2 charger needs in the Long Term and Short Term facilities between 2023 and 2035 are shown below in **Figure E-12** for a *medium scenario*. L2 chargers were not allocated to other facilities.

Figure E-12
L2 Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario

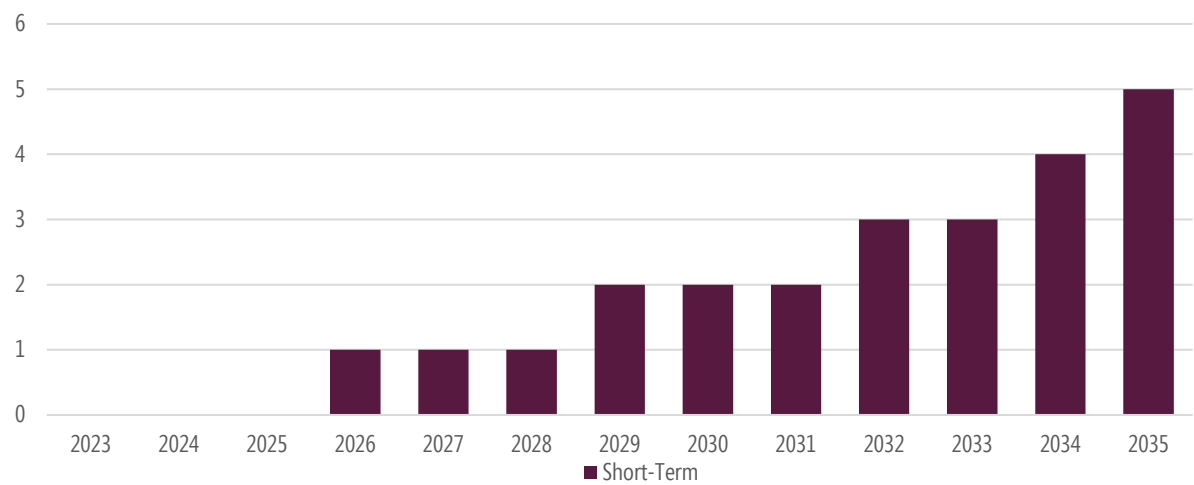


Source: RS&H Analysis, 2024.

E.3.4.3 DCFC Charge Port Forecast

DCFC port needs range from about three (low scenario) to eight (high scenario) units by 2035. DCFC chargers in the Short Term facility between 2023 and 2035 are shown below in **Figure E-13** for a *medium scenario*. Chargers are not allocated to other facilities, such as the Cell Phone lot, since it is not part of ANC’s revenue generating facilities. Data suggest average occupancy in the Cell Phone lot is low and occurs for very short durations. Under certain circumstances, one or more DCFC chargers may be appropriate, but it is not financially justifiable given the cost of a DCFC.

Figure E-13
DCFC Charger Forecast by ANC Parking Facility, 2023 – 2035, Medium Scenario



Source: RS&H Analysis, 2024.

E.3.4.4 Energy and Power Needs

Planning for the associated energy consumption and power demand is also an important factor to consider. Expanded EVSE will require upgrades to the airport’s electric infrastructure and potentially the electric service provided by Chugach Electric. These upgrades can be time-consuming and costly, underscoring the need to design and operate EVSE to minimize energy and power requirements.

Potential energy use and power demand scenarios are summarized in **Table E-9**.

Table E-9
Forecast Energy Use (MWh) and Power Demand (MW) in 2025, 2030, and 2035.

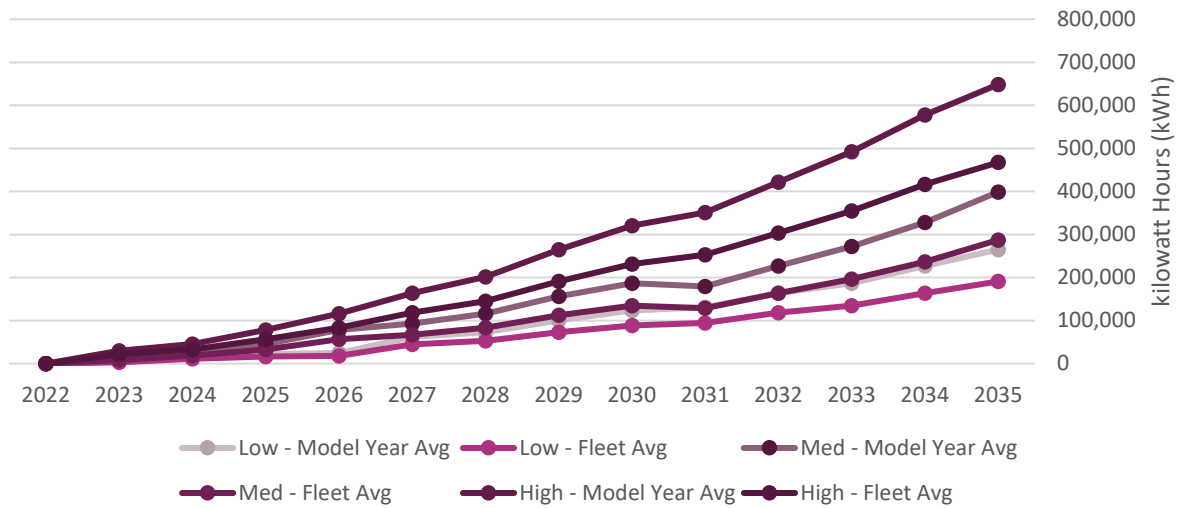
Year	Low		Med		High	
	Use (MWh)	Demand (MW)	Use (MWh)	Demand (MW)	Use (MWh)	Demand (MW)
2025	16	0.0	39	0.0	78	0.1
2030	89	0.1	161	0.2	321	0.4
2035	191	0.3	343	0.4	649	0.7

Source: RS&H Analysis, 2024.

Potential energy consumption scenarios from 2023 to 2035 are depicted in **Figure E-14**. The scenarios consider low, medium, and high EV market penetration, as well as increasing EV battery capacity from today’s fleet average to the 2022 model year average.

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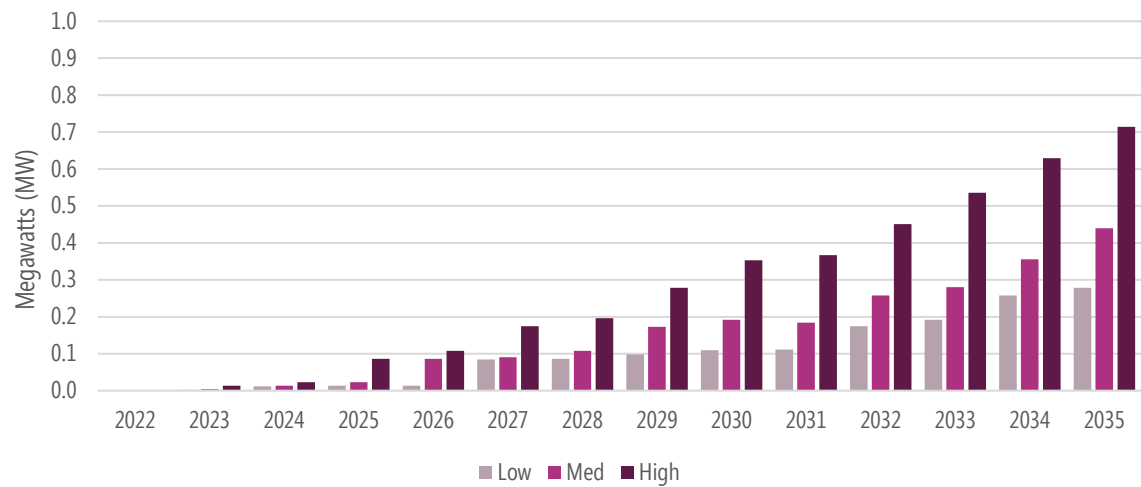
Figure E-14
Forecast Energy Use (kWh) Scenarios, 2023 – 2035



Source: RS&H Analysis, 2024.

Supplying energy to EV charging ports requires power supply infrastructure expansion. The power demand of EV charging ports, measured in Kilowatt-hours (kWh) or Megawatt-hours (MWh) ("demand"), is a reliable proxy for planning ANC's power requirements. The 0.7 MW forecasted in the 2035 high scenario, as depicted in **Figure E-15**, is equivalent to the electric demand of 840 residential homes in a month. ANC currently uses approximately 3.6 MW annually, so by 2035 they could plan for a 20% increase in power demand due to passenger EV charging. Demand in the ConRAC adds to this increase. Costly upgrades to the utility infrastructure may affect ANC even though the operator or tenants at the ConRAC may be responsible for paying monthly utility charges.

Figure E-15
Forecast Power Demand (MW) Scenarios 2023 - 2035



Source: RS&H Analysis, 2024.

The 2025 scenario equates to about \$2,800 to \$13,400 of electricity consumption, while the 2035 scenario equates to about \$40,000 to \$137,000, assuming an average electric rate of \$0.16 cents and an electricity inflation rate of 2.1% annually across the low and high scenarios, assuming stations are used no more than once per day. The actual cost will depend on the EVSE design, managed charging techniques, and the tariff negotiated with Chugach Electric.

E.3.5 EV Charging Rates

Establishing a rate for EV charging that results in high usage, while covering operating costs is a reasonable goal for ANC. Maintaining an effective rate depends on ANC gathering and evaluating accurate data on EV charger station use and operating costs. The wide availability of incentives, grants, and other support for EV charging capital costs will be key for reducing significant up-front costs.

ANC currently does not operate any EVSE charging stations, so there is no base rate from which to benchmark.

E.3.5.1 Industry Context

Approximately 75% of the nation's thirty busiest airports (measured by passenger volume) offer EV charging at no cost for patrons paying to park. Currently, only a few levy fees. Pricing strategies vary widely, including simply passing on the cost of electricity, elaborate fee structures designed to influence how long an EV is plugged in, as well as rates (typically set by concessionaires) that push the limits of what the market will bear. Fees can include charges for the energy used, charges by the hour, or flat fees for connecting to the service.

This variation suggests there is no "one-size-fits-all" approach to generating revenue from EV charging services. A pricing strategy must be the result of careful consideration of costs, customers, and competition, as well as larger strategic and sustainability goals.

E.3.5.2 Cost and Revenue Considerations

Capital costs to install EV chargers vary by type:

- **L1:** \$1,500+
- **L2:** \$5,500 to \$15,000+
- **DCFC:** \$30,000 - \$200,000+

Costs include the charging equipment, electrical equipment, and labor. Electrical equipment and labor can vary significantly depending on the existing electrical service and the complexity of the installation. Economies of scale occur when installing many charging stations at one time. However, major electrical infrastructure upgrades are required as power demand crosses thresholds; further, the ability to "future-proof" infrastructure against technological change is limited when installing high quantities of infrastructure at any given time.

Recovering the capital cost of L1 chargers may be feasible; however, it is less likely for L2 and particularly DCFC chargers, given expected costs versus the limited revenue available.

Collecting enough revenue to manage operating costs is more reasonable and can be a key strategy to ensure the quality of EV charging services as they grow. Operational costs include

electricity, maintenance, and network fees. Maintenance and network fees are subject to contract negotiations under a concessionaire model. Network fees are also negotiable if operated by ANC. The following values reflect what may be an average range, using the assumptions detailed above (Forecast Methodology). They also depend on energy use, the number of charging sessions per station, and economies of scale per year. They could total \$6 to \$10 per session, or \$0.50 - \$0.70 per kilowatt-hour.

- **Electricity:** \$3.5 to \$5 per session (at \$0.16 / kWh).
- **Maintenance:** \$2,000 or more over a 10-year life or \$1 to \$2 per session (\$0.04 - \$0.09 / kWh)
- **Network:** \$375 - \$750 per year or \$1.5 to \$3 per session (\$0.07 - \$0.13 / kWh).

These costs are small on the scale of a handful of stations. However, these costs can quickly add up as charging infrastructure grows into hundreds of stations. Economies of scale could drive these operational costs down (e.g., maintenance, network fees); however, other factors such as electric capacity charges could become a bigger cost factor, especially for Level 3 chargers with high power demand.

Large profits from EV charging may be unrealistic. High returns on investment require high use, which depends on price, convenience, and quality. Accordingly, there is a limit to how much revenue can be generated from EV charging. Drivers expect EVs to be about three to four times cheaper than fueling an ICE vehicle when charging at home. EV charging prices that are close to or higher than gasoline (e.g., the high end of the values cited above) may not attract users without additional, compensating convenience and quality factors (e.g., valet service).

It is important to consider that since ANC does not currently offer any EV charging, rolling out EV chargers at no cost may attract more customers and encourage higher utilization rates. Introducing a fee-based method will be more successful as ANC begins to introduce more charging capabilities in future years when EV fleet size increases and demand is higher. Other EVSE operators within the State have noted that although grant money is very beneficial in the initial installment of charges, there is a lack of consistent operational capacity. Collecting fees for EV charging can help mitigate this issue and allow for sustained and operational charging infrastructure for many years.

E.4 EVs in Rental Car Operations

Three of the largest RACs at ANC representing all RAC operations, are surveyed, or interviewed to understand their EV and EVSE plans and perspectives. These RACs request anonymity in exchange for information used in this analysis. These companies all acknowledge that electrification will require significant infrastructure improvements at ANC though they do not currently operate EVs at ANC.

Consolidated RAC operations are located within walking distance of the Airport terminal and include a multi-level QTA area where vehicles are fueled, which includes a lobby and four parking floors. The facility is 500,000 square feet, with 12 car washes, 16 fueling positions, and space for 1,200 rental cars.

E.4.1 RAC EV Forecast

Reasons for adding EVs to RAC fleets include corporate and government policy, and automakers' goals to shift production. RACs are approaching integration of EVs with a careful and systematic strategy, and adoption in Alaska is expected to be slower than the national market.

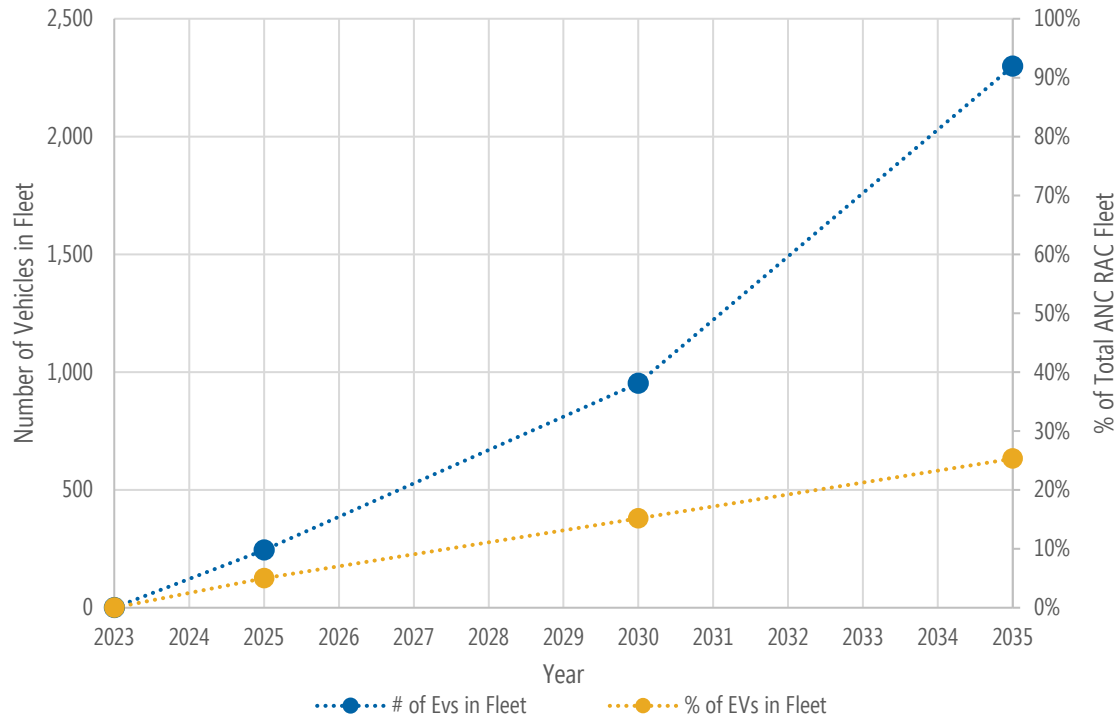
Presently, RACs agree that there is limited customer demand for EVs at ANC. About half of the total Anchorage market demand is from tourist travel during the summer months. There is pressure from the manufacturers and the government to adopt more EVs; however, the EV infrastructure in Alaska may not yet be robust enough to instill confidence in customers. Incremental cost challenges, including higher prices to purchase and maintain EVs, have also been a barrier to growth for RACs who have invested in EVs elsewhere in the US.

All RACs anticipate a future need for EVs at ANC. Further, as much as 40% of RAC fleets are replaced each year with fleet planning occurring over a one-to-two-year horizon, so RAC operators have flexibility to add EVs to their fleet quickly. In addition, automakers are encouraging EV sales by offering incentives to RACs.

Forecasts for EV growth among RACs vary significantly. Once RAC includes EVs as an unknown percentage of overall annual fleet growth of 10-15%, manufacturers' incentives significantly influence vehicle purchases. Another aims to electrify 5% of the fleet by 2025 and increase it to at least 10% by 2030. A third RAC has estimated the industry's power requirements upon reaching 25% EV penetration by 2030 and, upon this basis, has established goals for power availability, which it has shared with the Airport. This assessment was based on a comprehensive assessment of various factors, such as battery sizes in vehicles, charging states, turnaround times for rentals, peak return periods, and the efficiency of the charging process.

The present number of EVs in the ANC RAC fleet with projections for 2025, 2030, and 2035 based on consolidated survey data is depicted in **Figure E-16**.

Figure E-16
Present and Forecasted RAC EV Fleet and Percent of RAC EV Fleet



Source: RS&H Analysis, 2024.

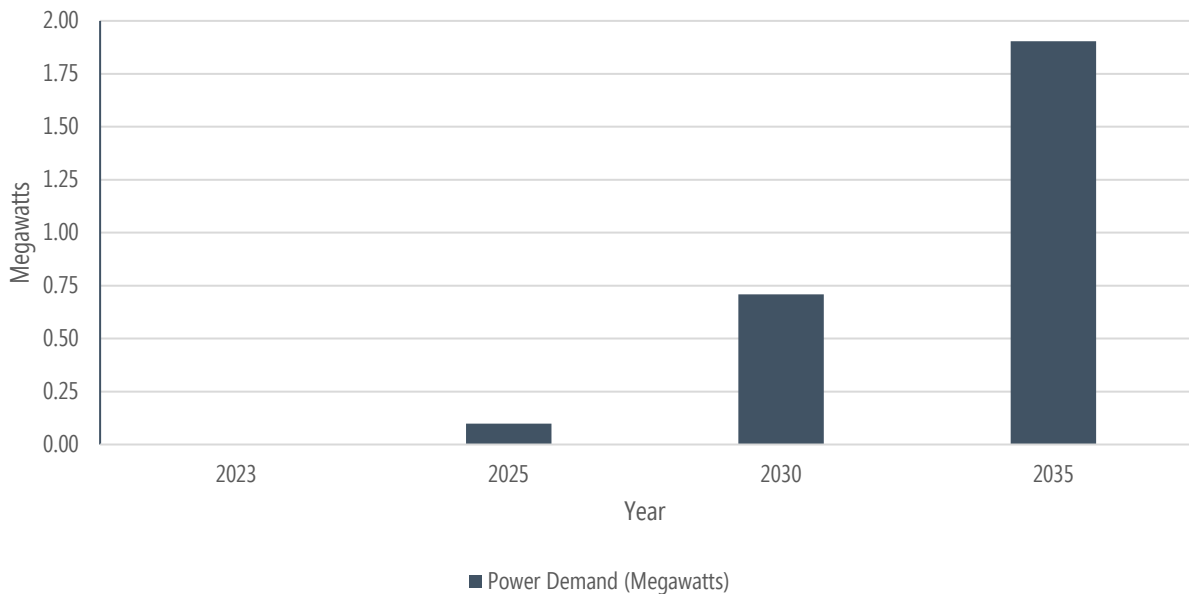
E.4.2 RAC EVSE Requirements

RACs' "turnaround time" from car return to rental is key to profitability and averages 25 minutes or less. RACs tend to prefer EVSE at multiple locations and with very high power (e.g., 150 kW or more¹) to minimize increases in this interval. Further, while RACs strongly incentivize renters to return ICE vehicles with a full tank, they assume EV renters will not be able to do this due to the scarcity of EV chargers along roadways. They currently assume vehicles will be returned at a 20% to 40% charge. It is possible that this outlook changes in the future as EVSE proliferates. If the level of charge upon return is higher in the future, then the electricity consumed by RACs would decrease. However, their power-demand requirements would remain similar. RAC requirements are focused on available peak power rather than the number of chargers as a result.

¹ The power that can be received by an EV is a limiting factor. Today, this limit averages about 50 kW, depending on the make and model. This limit is increasing rapidly as EV batteries become more powerful.

Future EVSE power demand in the ConRAC could be close to two megawatts by 2035 when considering the number of EVs projected by the RACs and their operational requirements. **Figure E-17** depicts the potential demand using average values derived from the RAC survey.

Figure E-17
Averaged Forecast Power Demand (Megawatts) based on RAC Survey



Source: RS&H Analysis, 2024.

Annual energy costs could be over \$100,000 in 2025, rising to about \$2.5 million in 2035 assuming an average electricity rate of \$0.16 and an electricity inflation rate of 2.1%, annually. Values could be higher if average rates are affected by increasing demand charges. Efficient design, managed charging, and negotiating an appropriate tariff with Chugach Electric will be important factors in determining actual costs.

The forecasts RAC EV adoption, EVSE requirements, power, and energy demands are based on data provided by the RACs and are subject to similar methodological limitations noted above in relation to EVSE in ANC’s public parking facilities.

E.4.2.1 Charging Location Preferences

The Airport has allocated space in the garage and QTA area for each RAC, with specific allocations expected to evolve over time. Addressing the challenge of equitable allocation of EVSE infrastructure and associated costs is a complex task amid changing market shares and fleet sizes, especially with space constraints in the fueling area. Reallocation efforts will need to consider floor sections without disrupting the fueling cycle.

RACs have various visions of how to implement EVSE within the existing ConRAC. One RAC is considering the strategic placement of DC fast chargers in the QTA area, along with Level 2 chargers in the Ready/Return and storage zones. This model prioritizes efficiency, minimizing additional movements to fuel EVs beyond the established processes. The faster RACs turn around rental cars, the fewer cars they need in their fleet to achieve the same rental capacity. Increases in the time to fuel EVs necessitate an increase in fleet size and staff.

Another RAC operator expressed a preference for a centralized hub shared among various RAC operators, mirroring the current model at ANC designed for refueling gas-powered vehicles. In this model, RAC operators each possess one of three gas pumps with a fleet of "runners" capable of swiftly swapping out cars. High-powered DCFCs would be supplemented for the purpose of charging EVs. This RAC operator noted the absence of a vacant area within the present ConRAC that could be repurposed for new EVSE infrastructure.

E.4.3 ConRAC Solutions

ConRAC Solutions, a nationwide provider of consolidated rent-a-car facilities and operator of ANC's ConRAC, shared valuable insights into the rental car industry trends at ANC. ConRAC Solutions suggested a phased development for EVSE and stressed the necessity of a reliable energy storage solution to buffer high power demands. Energy storage can be planned in conjunction with future energy needs and renewable energy initiatives. ConRAC Solutions integrates RAC preferences into their strategy, recognizing that EVSE growth must align with RAC interests. ConRAC Solutions is actively investigating energy efficiency, considering the costs associated with enhancing facility power, and exploring alternative sources of energy and storage solutions.

E.5 Additional EV Considerations

This study estimates potential electrification needs in ANC's parking and ConRAC operations. The next step is to design, construct, operate, and maintain EVSE. Further, ANC must consider the full scope of electrification needs at the airport, including other electric mobility applications.

E.5.1 Design, Construction, Operations, and Maintenance

The next step in planning EVSE in ANC's parking and ConRAC operations is to understand current facility conditions and begin evaluating the feasibility of installing EV chargers at specific locations, including associated conduits, conductors, junction boxes, etc. EV charger technologies should be evaluated and specified, including features for networking, data management, and "smart" controls. Evaluating the capacity of electrical infrastructure and the need for upgraded electrical panels, transformers, etc. is also necessary. Estimates of costs and available funding sources would also be timely, given unprecedented levels of state and federal (e.g., FAA) support for EVSE. Delivery methods and models of ownership and operation will also be important for ANC to consider.

The factors described in the following subsections are also important.

E.5.1.1 Managed Charging

EVSE design should integrate the latest managed charging techniques with options to expand at pace with technological advancements.

Managed charging refers to techniques that reduce EV charging power requirements. Reducing power needs can reduce infrastructure requirements and electricity costs. Managed charging relies on hardware, software, or a combination of both, to leverage the fact that all EVs in a parking lot do not need to be charged the same amount at the same time.

Current managed charging techniques either lower the power supply to all EV chargers on a circuit or charge EVs sequentially so that as charging is completed at one vehicle, it begins at another. Other applications for managed charging include scheduling charging to occur during "off-peak" hours or installing battery storage (potentially supplemented by solar power) that can "buffer" peaks in grid demand. Battery buffering could be particularly useful for limiting peak demand (and associated costs) in a ConRAC setting.

Rapid technological advance in EVs, EV chargers, the electric grid, and associated control systems will soon make it possible to vary power supply by port based on input from the user, EV state-of-charge, time of day, total demand, and other factors. Managed charging synergizes with Vehicle-to-Grid (V2G) technology, which would allow airports to charge EVs at night and then supply power to the grid during the day. In partnership with Chugach Electric, this has the potential to generate revenue for the airport.

E.5.1.2 Greenhouse Gas Emissions

ANC should monitor strategies to account for and potentially monetize the greenhouse gas emissions (GHGe) associated with EVSE.

GHGe is associated with ICE automobiles used by travelers, TNCs, Taxis, GSE (not owned by ANC), and aircraft are considered “Scope 3” emissions. Scope 3 emissions result from activities not under ANC’s operational control but indirectly influenced by the airport. These emissions are not considered part of ANC’s “footprint.” However, if ANC owns and/or operates EVSE, then the electricity it purchases from Chugach Electric and dispenses to vehicles could be considered part of its footprint and significantly increase its responsibility for GHG emissions.

ANC’s role providing EVSE would enable significant local air quality improvements and decarbonization of transportation, a valuable contribution to environmental goals. This value can be monetized by airports in California where a credit trading mechanism has been developed for clean fuels. Outside of California, there is potential to develop carbon credits from EVSE that could potentially offset ANC’s emissions or provide a source of revenue.

E.5.1.3 Resilience

Electrification brings substantial sustainability benefits to ANC, but it also introduces new risks associated with power outages. Battery systems can store power on site for an emergency while also buffering power demand under peak conditions as noted during discussions with Chugach Electric. Mobile charging solutions can serve EVs stranded in a parking facility. In addition, ANC may need to consider expanding its backup generator capacity in a manner consistent with its sustainability goals.

E.5.1.4 On-site Renewable Energy

Synergies with EVSE should be considered as ANC develops strategies for on-site renewables. On-site renewable energy, coupled with battery storage, could offset growth in purchased electricity consumption from EVSE and enhance EVSE resilience while reducing emissions if developed cost-effectively.

E.5.1.5 Fire Protection

The National Fire Protection Association (NFPA) sets codes and standards for fire, electrical, and related hazards. The NFPA has determined that EV fires are less common and not inherently more dangerous than ICE vehicle fires. However, the techniques for responding to them are different. NFPA is spearheading training and education for emergency responders to safely respond to EV incidents. It is important to ensure that emergency responders have received the requisite training as more EVs populate ANC’s parking facilities.

NFPA's National Electrical Code (NEC) establishes standards for EV charging stations, electrified truck parking spaces, and the impact of the EV charging infrastructure on power consumption and emergency response. The NFPA has updated its codes to increase requirements for fire protection in parking garages to adjust for the growth of EVs. The effect is to require a greater density of sprinkler system coverage. These requirements, as well as additional safety considerations, should be explicitly addressed as part of ANC's design requirements and during design charrettes. Commissioning should be used to ensure that EV safety is incorporated throughout the design process and is faithfully implemented via construction.

E.5.2 Other Electric Mobility Applications

Additional modes must be considered to understand the full picture of electric mobility at ANC. These include transportation network companies, taxis, ANC's vehicle fleet, ground service equipment, and aircraft. While detailed evaluation is beyond the scope of this study, the following sections characterize potential demand for EVs and EVSE. Further analysis is required to forecast the requirements of these modes and the consequences for airport operations.

E.5.2.1 Transportation Network Companies (TNC) and Taxis

ANC provides staging areas for both TNCs (Uber and Lyft) and taxis at both the North and South terminals. Uber and Lyft have committed to achieving full electrification by 2030, with Uber already incentivizing EV drivers. Notably, at ANC, TNCs conducting business face no obligation to acquire an ANC permit, incur fees, or contribute to Airport revenues. In contrast, taxicabs provided by Alaska Yellow Cab and Independent Taxi are currently operating without specific EV goals. The EVSE requirements of TNCs and Taxis are beyond the scope of this study however, given the short dwell times of both TNCs and Taxis in ANC's staging areas, DCFC EVSE is most appropriate.

E.5.2.2 ANC Fleet

Review of ANC-owned vehicles is beyond the scope of this analysis; however, it should be noted that there is near-term potential for ANC to increase the size of its EV. EVs currently remain mostly limited to light duty cars and trucks while automakers are rapidly adding EVs to their offerings. Electric buses are also widely available. Light duty vehicles with gasoline consumption of about 1,300 gallons per year can be cost-effectively transitioned to EVs, given current assumptions regarding fuel and capital costs.

Generous incentives for converting transit buses to EVs are available from several federal sources associated with the Bipartisan Infrastructure Law and the Inflation Reduction Act, which can make transitions to EVs cost-effective. FAA's Airport Improvement Program has targeted funding specifically to sustainability and resilience projects in 2023 and 2024, and several airports have used this funding to convert vehicles to EVs and install associated EVSE.

The type of EVSE required by ANC’s fleet will depend on fleet vehicle duty cycles. L1 chargers will be inappropriate for most fleet vehicles. Vehicles with duty cycles lasting a portion of the day will be best served by L2 chargers. Vehicles with heavy duty cycles and specialty vehicles will require DCFC chargers. Further detailed assessment is necessary to validate the potential for EVs within the ANC fleet, along with the quantity, type, and location of EVSE.

E.5.2.3 Electric Ground Service Equipment

Many airlines, in partnership with airports, have electrified GSE, such as baggage tractors, aircraft tugs, forklifts, and belt loaders. Electric GSE (eGSE) is a relatively mature technology with more than 10% market penetration and funding support from the FAA. *ACRP 236: Preparing Your Airport for Electric Aircraft and Hydrogen Technologies* estimates that about 25% to 60% of GSE will be electric by 2035. Charger equipment is not standardized, with custom, proprietary systems common. However, the equipment is comparable to L2 or DCFC chargers. Further study is required to determine eGSE quantities and power demand scenarios at ANC.

E.5.2.4 Advanced Air Mobility

Advanced Air Mobility (AAM) powered by electricity is also beyond the scope of this analysis. Pressure to improve environmental and operational performance, combined with innovation in unmanned aerial systems (UAS) and electric vertical takeoff and landing (eVTOL) vehicles, is driving interest in electric AAM. It may still be several years before electric commercial aircraft are certified and UAS and eVTOL applications are commonplace, but ANC should start considering the impact of electric aviation on its operations.

ACRP 2036 forecasts that 2% of the U.S. aircraft fleet will be electric by 2030. It includes a forecast of power requirements for these aircraft, illustrating the scale of power infrastructure upgrades that may be required, as described in **Table E-10**. Electric aircraft manufacturers have typically developed custom, proprietary charging systems comparable to DCFC chargers.

Table E-10
Forecast AAM Power Demand by Type

Type	Power Requirements (Megawatts) per number of Aircraft				
	1	5	10	20	50
Recreational	.02	.10	.20	.40	1.0
Short Range	.06	.30	.60	12	3.0
Commuter	.40	2.0	4.0	8.0	20
Regional	.60	3.0	6.0	12	30

Source: RS&H Analysis, 2024.



January 2026

**Ted Stevens Anchorage International Airport
Master Plan Update
Appendix F - Project Pull Pages**





Ted Stevens
Anchorage International Airport
Master Plan Update
Appendix F - Project Pull Pages

FINAL

January 2026

State of Alaska

Department of Transportation & Public Facilities

AK DOT&PF Project No.: CFAPT00847

RS&H Project No.: 1047-0071-000

Prepared by RS&H, Inc. at the direction of
Ted Stevens Anchorage International Airport

Project Title	Project Origin	Project Number	Total Project Cost
<i>FedEx Buildout</i>	<i>Developer/Tenant Driven</i>	<i>1</i>	<i>Cost Borne by Developer / Tenant</i>

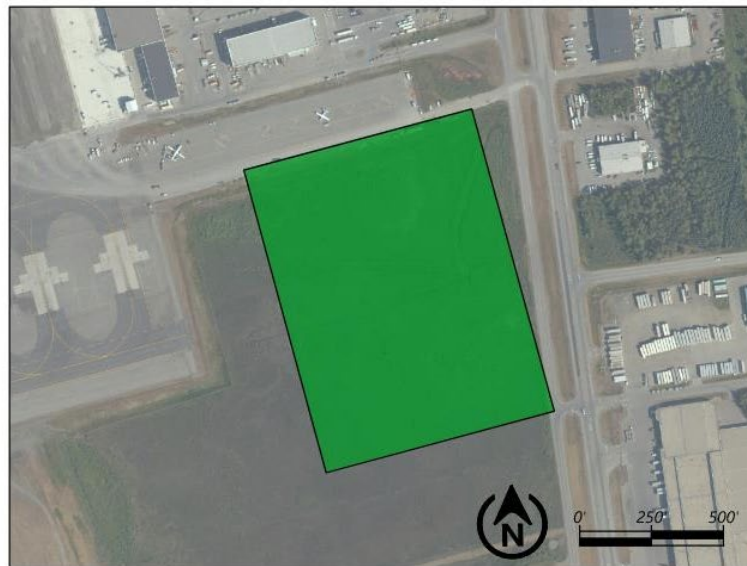
Project Description: This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 22-acre aircraft parking apron for 9 ADG-II turboprop feeder aircraft, a new 186,000 square foot cargo sort building, and a ground vehicle parking with circulation.

Project Justification: This is a tenant-driven capacity project to satisfy existing and future air cargo demand.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer / Tenant Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
TENANT CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Realigned Point Woronzof Road / West End Road	ANC Spending Plan	2	\$26,000,000

Project Description: This project includes realigning Point Woronzof Road and West End Road to enable additional aeronautical development in the West Airpark. The realigned roadway would continue to provide public access to the West Airpark and other areas owned by the Municipality of Anchorage on the west side of the Airport. This project is part of the larger redevelopment of the West Airpark and enables the West Airpark Cargo Expansion project.

Project Justification: This project is required to enable aeronautical development in the West Airpark and the extension of the North End Tug Rd.

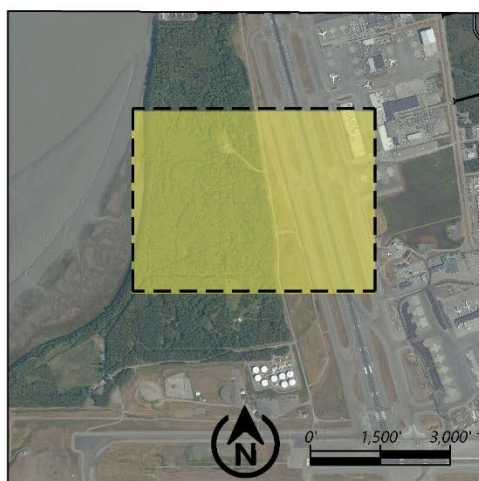
Anticipated Timeline and Costs					
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase		
PAL 1	\$80,000	\$3,540,000	\$22,380,000		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$26,000,000

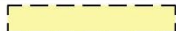
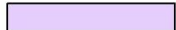
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW ROADWAY	

Project Title	Project Origin	Project Number	Total Project Cost
ACCS Buildout	Developer/Tenant Driven	3	Cost Borne by Developer / Tenant

Project Description: This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 29-acre aircraft parking apron for 8 ADG-VI aircraft (4 of which are power-through capable), a new 80,000 square foot cargo sort building, and ground vehicle parking.

Project Justification: This is a tenant-driven capacity project to satisfy existing and future air cargo demand.

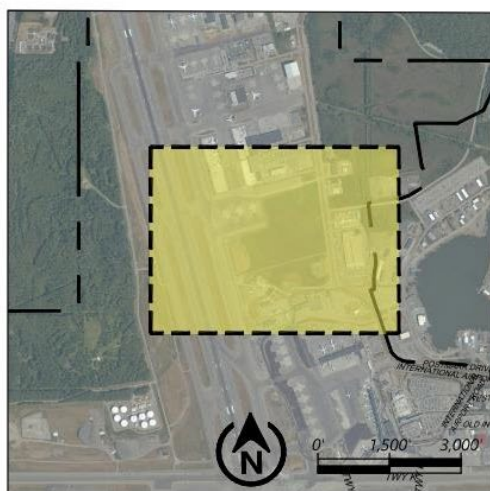
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer / Tenant Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
TENANT CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Taxiway Z West Extension Phase 1 (Taxiway R to Taxiway H)	ANC Spending Plan	4	\$53,000,000

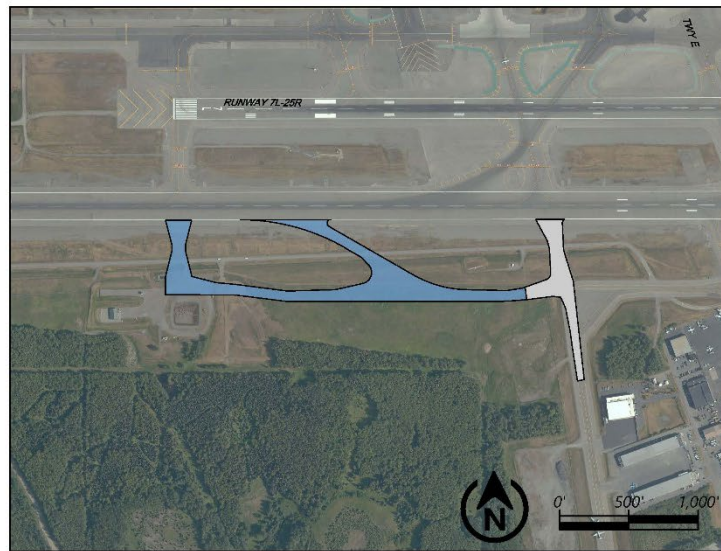
Project Description: This project would extend Taxiway Z to the west from Taxiway R to Taxiway H. This is the first of two phases of the west extension to Taxiway Z. There is also an east extension of Taxiway Z planned for implementation. The Taxiway Z extension would be constructed to ADG-VI and TDG 6 standards. Realignment of the parallel portion of South Tug Road would be completed as part of this project. Demolition of the ARFF training facility may be required to enable this project.

Project Justification: This Project enables continued development of the South Airpark and was also recommended by FAA to enhance airfield safety by providing a parallel taxiway to Runway 7R-25L.

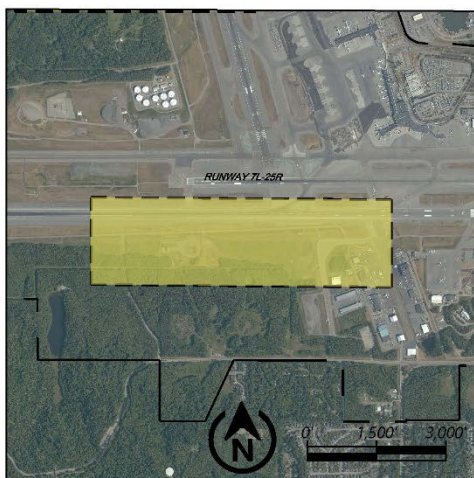
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$12,205,000	\$3,050,000	\$30,571,000	--	-	\$6,267,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
NorthLink Buildout	Developer/Tenant Driven	5	Cost Borne by Developer / Tenant

Project Description: This project includes construction of an aircraft parking apron and a cargo sort building. The tenant proposes a new 80-acre aircraft parking apron for 15 ADG-VI aircraft (11 of which are power-through capable), a new 90,000 square foot cargo sort building, ground vehicle parking, and a glycol recovery and recycling facility.

Project Justification: This is a tenant-driven capacity project to satisfy existing and future air cargo demand.

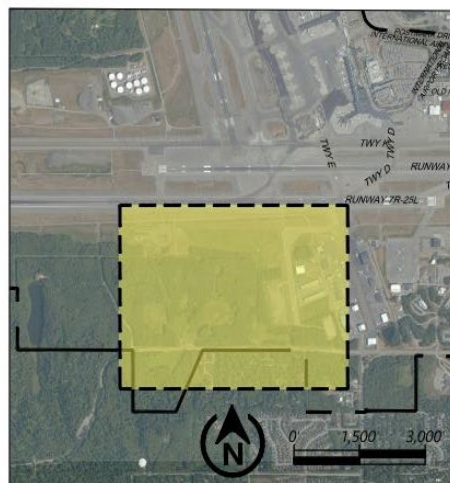
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer / Tenant Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

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PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
TENANT CARGO DEVELOPMENT	

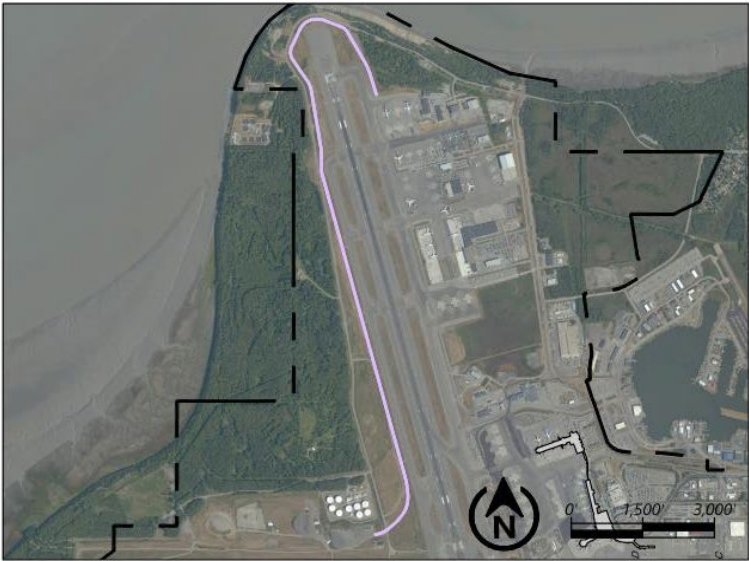
Project Title	Project Origin	Project Number	Total Project Cost
North End Tug Road Extension	ANC Spending Plan	6	\$13,000,000

Project Description: This project includes the construction of a new tug road around the north end of Runway 15-33. This tug road extension would be a two-lane at grade road for airside vehicles.

Project Justification: This project is required to enable aeronautical development in the West Airpark.

Anticipated Timeline and Costs					
Planning Activity Level		NEPA Documentation (CATEX)		Design Phase	Construction Phase
PAL 1		\$80,000		\$1,770,000	\$11,150,000
Cargo Ent.					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$13,000,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW ROADWAY	

Project Title	Project Origin	Project Number	Total Project Cost
<i>A Concourse Expansion</i>	<i>Master Plan</i>	<i>7</i>	<i>\$23,000,000</i>

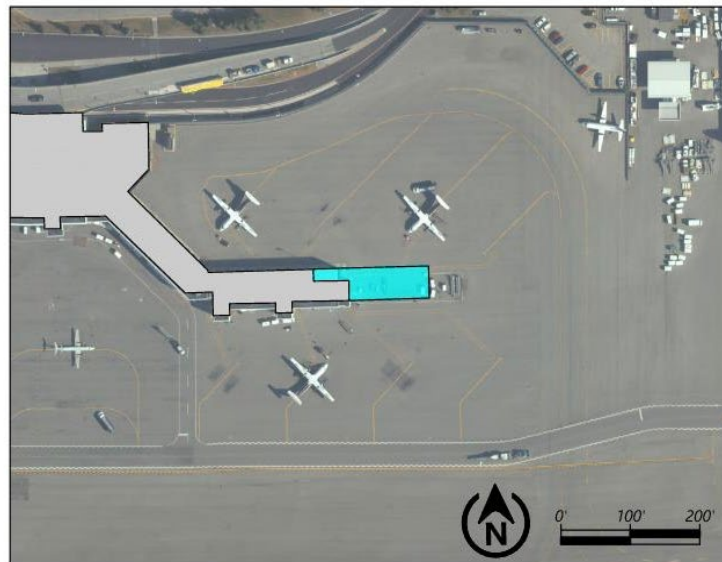
Project Description: This project would expand the A Concourse by extending the building to the east. The project proposes adding 2 regional aircraft gates and approximately 6,000 SF of terminal space. This space would accommodate expanded holdroom space, restrooms, circulation, and a retail space. This project is part of the first of three phases to expand the passenger terminal complex.

Project Justification: This project would provide terminal capacity to satisfy existing and future passenger demand.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 1	\$20,000	\$2,790,000	\$20,190,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	\$2,221,000	\$11,909,000	\$8,871,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW TERMINAL DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Taxiway Z East <i>(Taxiway E to Runway 25L End)</i>	ANC Spending Plan	8	\$112,000,000

Project Description: This project would extend Taxiway Z to the east from Taxiway E to the Runway 25L end. There are also two phases of west extension of Taxiway Z planned for implementation. The Taxiway Z extension would be constructed to ADG-VI and TDG 6 standards. Realignment of the parallel portion of South Tug Road would be completed as part of this project. The project also includes demolition of Hangar 1 and a portion of an aircraft parking apron in the Kulis Business Park are required to enable this project. Reconstruction of Taxiway C in the Kulis Business Park is included in this project. Also, the project will include a full reconstruction of the apron including storm drainage resulting in a grade change of 14 feet on the north side to meet FAA standards.

Project Justification: This project would enhance airfield safety by replacing direct access from the apron to Runway 25L with taxiway access. This project would also enhance airfield circulation and provide better aircraft access to the Kulis Business Park.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	\$98,291,000	-	-	\$13,709,000

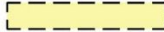
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

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PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

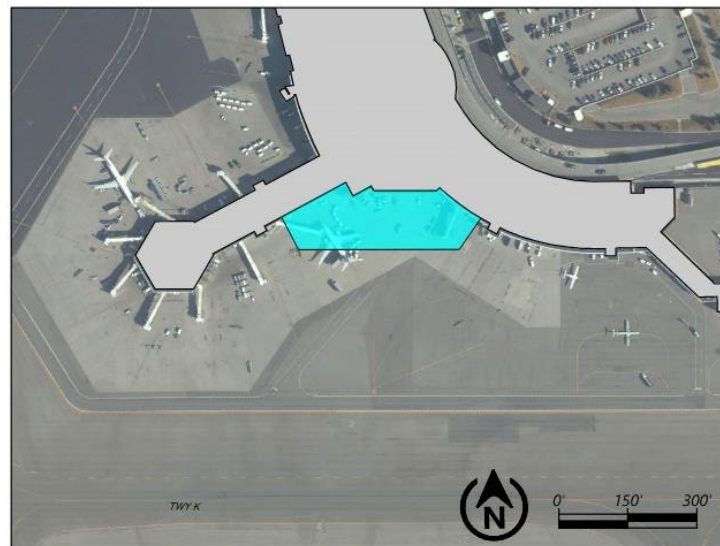
Project Title	Project Origin	Project Number	Total Project Cost
<i>B Concourse Expansion</i>	<i>Master Plan</i>	9	<i>\$228,000,000</i>

Project Description: This project would expand the B Concourse to include a "bump out" at the location near Gate L1. This project proposes adding 2 narrow-body jet aircraft gates and approximately 100,000 SF of terminal space. This space would accommodate inbound and outbound baggage make-up, holdroom space, restrooms, circulation, expanded security screening area, and retail and concessions space. This project is part of the first of three phases to expand the passenger terminal complex.

Project Justification: This project would enhance passenger level of service, improve passenger processing efficiency, and provide terminal capacity to satisfy existing and future passenger demand.

Anticipated Timeline and Costs					
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase		
PAL 1	\$20,000	\$27,680,000	\$200,300,000		
Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	\$ 47,926,000	-	\$180,074,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

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PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW TERMINAL DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Park, Ride, and Fly Lot Expansion	ANC Spending Plan	10	\$3,000,000

Project Description: This project proposes expanding the Park, Ride and Fly Lot by paving the undeveloped areas around the existing lot. The proposed project would result in a net increase of 120 vehicle parking stalls.

Project Justification: This project would provide vehicle parking capacity to satisfy existing and future passenger demand.

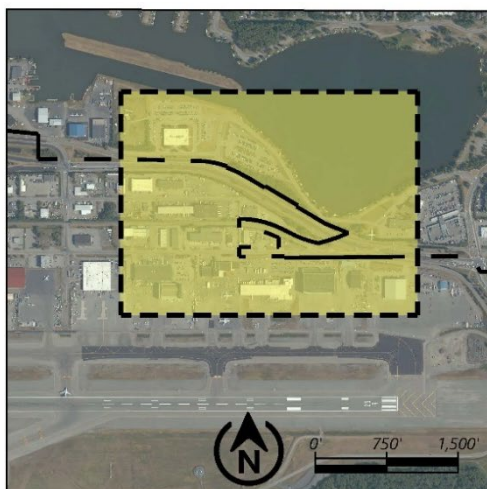
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$3,000,000

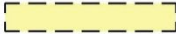
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW LANDSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
USFWS Buildout	Tenant Driven	11	Cost Borne by Developer / Tenant

Project Description: This is a tenant project to construct cold storage facilities in the South Airpark for the US Fish and Wildlife Service. The cost of this facility would be borne by the developer/tenant

Project Justification: This is a tenant development project.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 1	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer(s) / Tenant(s) Responsible for Project Funding -					

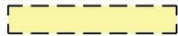
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW BUILDING DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
West Airpark Cargo Expansion Phase 1	ANC Spending Plan	12	\$196,000,000

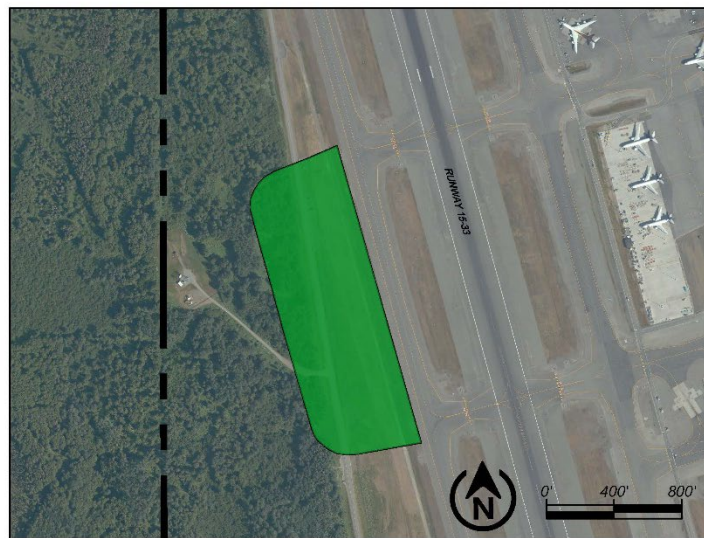
Project Description: This project includes construction of a new aircraft parking apron. This is the first phase of two phases to implement new a new air cargo apron in the West Airpark. The project proposes a new air cargo apron with 4 power-through aircraft parking positions capable of accommodating ADG-VI aircraft. The project would also include support infrastructure such as ground support building(s) and snow storage area(s). This project enables the shift of some air cargo tech stop activity to the West Airpark. This project is part of the larger redevelopment of the West Airpark and is enabled by the Realigned Point Woronzof Rd and North End Tug Road Extension projects.

Project Justification: This project would add aircraft parking capacity to satisfy existing and future air cargo demand.

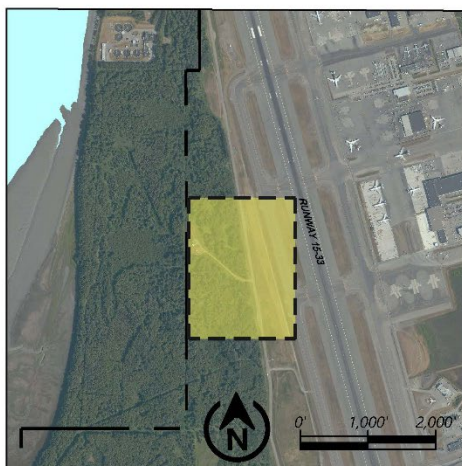
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 2	\$100,000	\$26,770,000	\$169,130,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	\$172,010,000	-	-	\$23,990,000

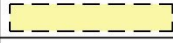
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
North Hold Pad	Master Plan	13	\$25,000,000

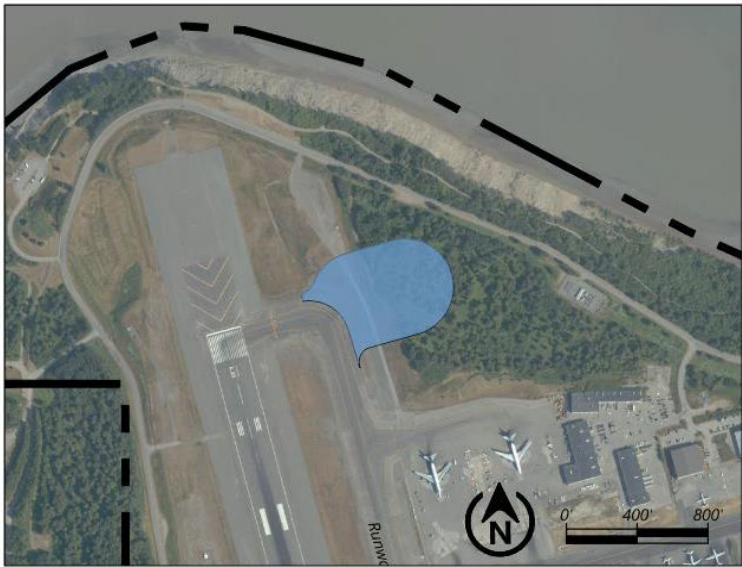
Project Description: This facility includes construction of a hold pad for aircraft to conduct maintenance activities, run-ups, and conduct pre-departure activities while not obstructing taxi flows on Taxiway R. The proposed project would be designed to accommodate ADG-VI aircraft.

Project Justification: This project would enable aircraft to hold prior to Runway 15 departure without obstructing Taxiway R.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 2	\$90,000	\$3,410,000	\$21,500,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$14,458,000	\$3,670,000	\$3,812,000	-	-	\$3,060,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
New ATCT	FAA Driven	14	Cost Borne by FAA

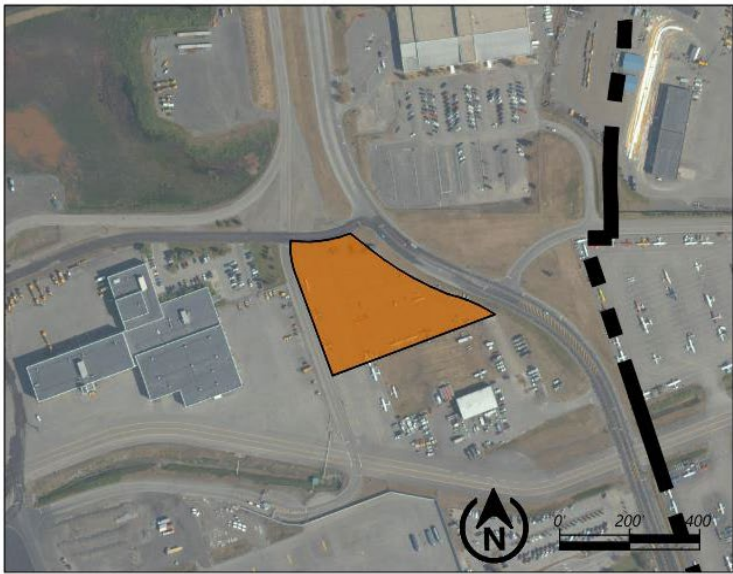
Project Description: This project includes the construction of a new Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) facility. The FAA proposes a 300-foot-tall tower to provide better visibility of the Airport environment and a larger controller cab with upgraded navigation equipment.

Project Justification: This is an FAA-driven project.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 2	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- FAA Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW SUPPORT FACILITY DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Taxiway Z West Extension Phase 2 (Taxiway H to Runway 7R End)	ANC Spending Plan	15	\$79,000,000

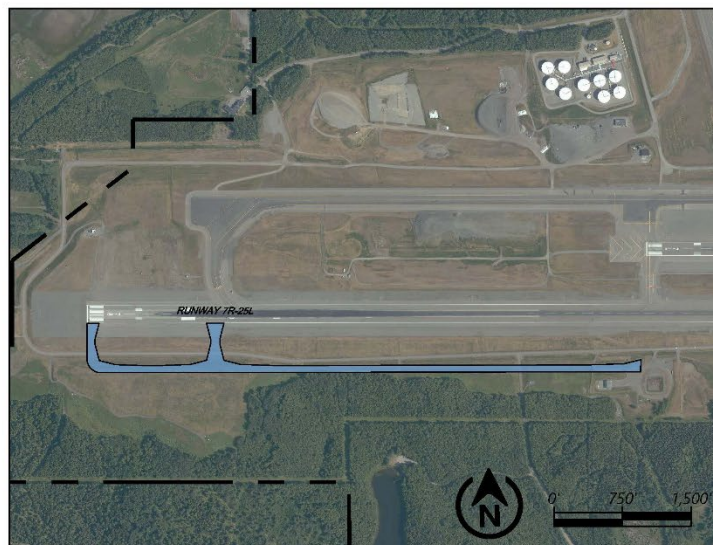
Project Description: This project would extend Taxiway Z to the west from Taxiway H to Runway 7R end. This is the second of two phases of the west extension to Taxiway Z. There is also an east extension of Taxiway Z planned for implementation. The Taxiway Z extension would be constructed to ADG-VI and TDG 6 standards. Realignment of the parallel portion of South Tug Road would be completed as part of this project. Demolition of the ANC police training facility is required to enable this project.

Project Justification: This project was recommended by FAA to enhance airfield safety by providing a parallel taxiway to Runway 7R-25L and would enhance access to future development of the South Airpark.

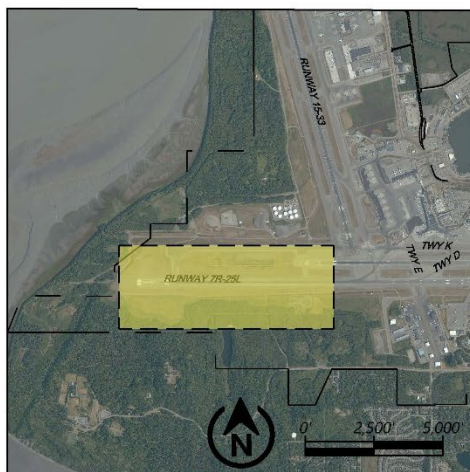
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 2	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$1,623,000	-	\$67,707,000	-	-	\$9,670,000

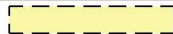
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

Project Title	Project origin	Project Number	Total Project Cost
Anchorage Airport Partners Buildout	Developer/Tenant Driven	16	Cost Borne by Developer / Tenant

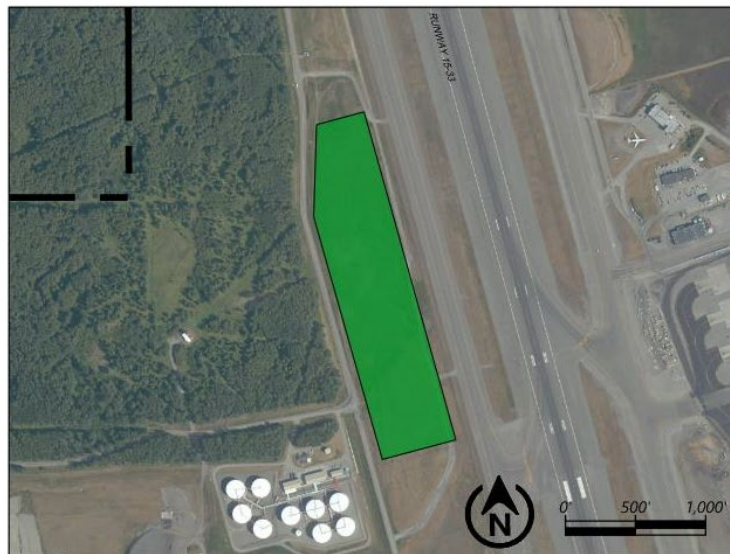
Project Description: This is a tenant project and includes the construction of an air cargo facility. The project remains in the planning phase and is anticipated to accommodate approximately six widebody cargo aircraft and a space for an approximately 100,000 square foot cargo building along with areas for vehicle parking and ground equipment storage.

Project Justification: This is a tenant project to satisfy existing and future air cargo demand.

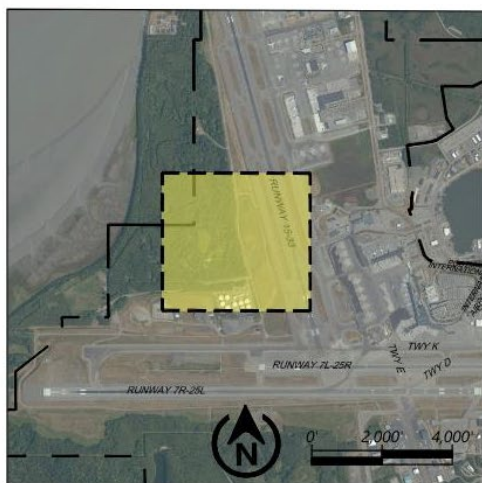
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 2	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer / Tenant Responsible for Project Funding -					

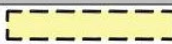
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
TENANT CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
<i>C Concourse Expansion</i>	<i>Master Plan</i>	<i>17</i>	<i>\$308,000,000</i>

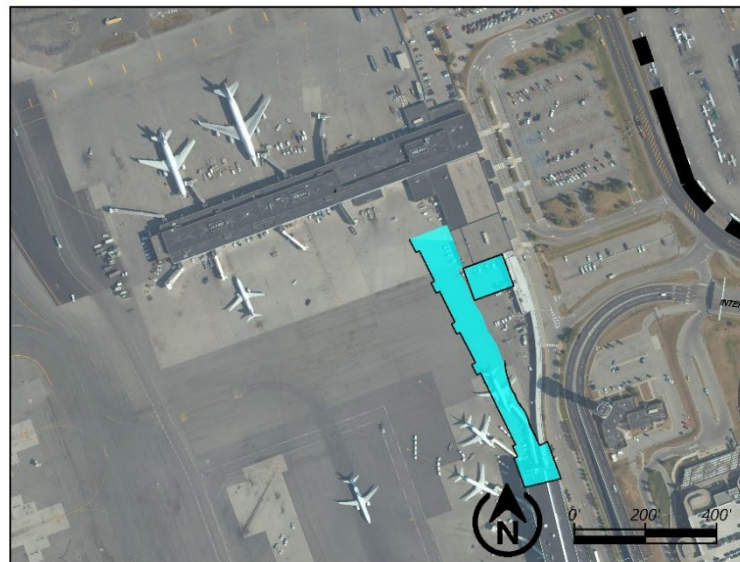
Project Description: This project would expand the C Concourse towards the North Terminal. The project proposes 2 additional narrow-body jet aircraft gates and approximately 120,000 SF of terminal space. This space would accommodate additional holdroom, circulation, and retail space. This project is the second of three phases to expand the passenger terminal complex. This project enables the North Terminal Expansion project.

Project Justification: This project would provide terminal capacity to satisfy existing and future passenger demand.

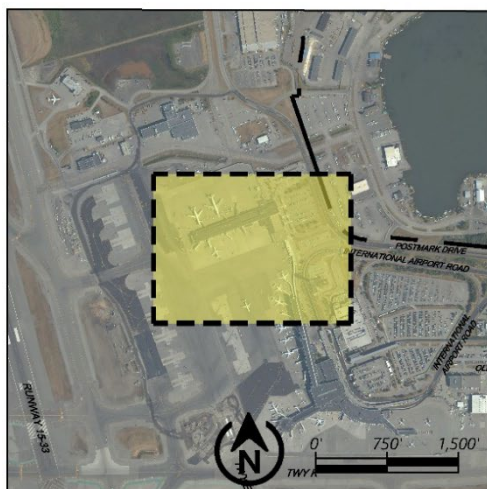
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 2	\$40,000	\$36,380,000	\$271,580,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	\$3,800,000	-	-	-	\$304,200,000

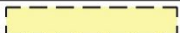
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW TERMINAL DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
<i>New Parking Garage at Lot F</i>	<i>Master Plan</i>	<i>18</i>	<i>\$220,000,000</i>

Project Description: This project would construct a new vehicle parking garage on top of the existing Lot F. The project proposes a four-floor garage with approximately 1,200 parking stalls. The net increase of parking would be 885 parking stalls. Further evaluation of parking pricing, parking capacity, and other parking projects is recommended to guide construction decision and timing.

Project Justification: This project would provide vehicle parking capacity to satisfy existing and future passenger demand.

Anticipated Timeline and Costs					
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase		
PAL 2	\$40,000	\$30,060,000	\$189,900,000		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$220,000,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

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PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW LANDSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Relocated ARFF Station	Master Plan	19	\$210,000,000

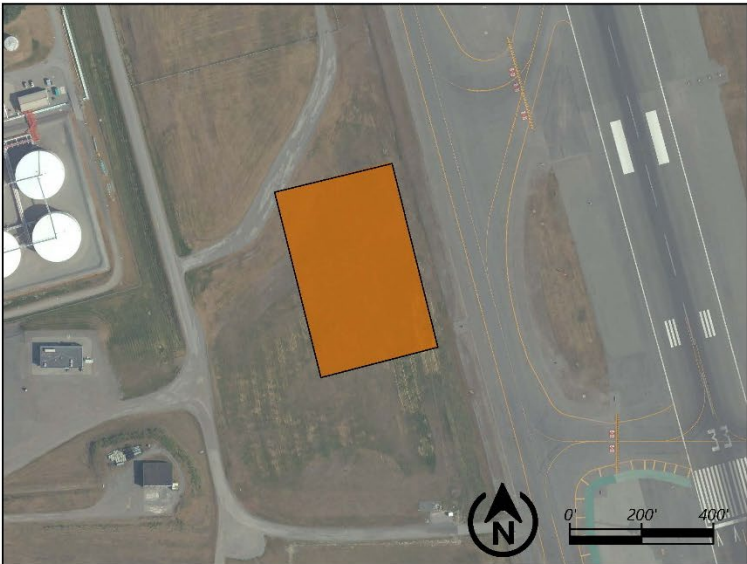
Project Description: This project would be to construct a new ARFF facility in the West Airpark to replace the function of the outdated and undersized ARFF facility in the South Airpark.

Project Justification: This new facility would satisfy the current and future requirements of ANC Fire & Safety.

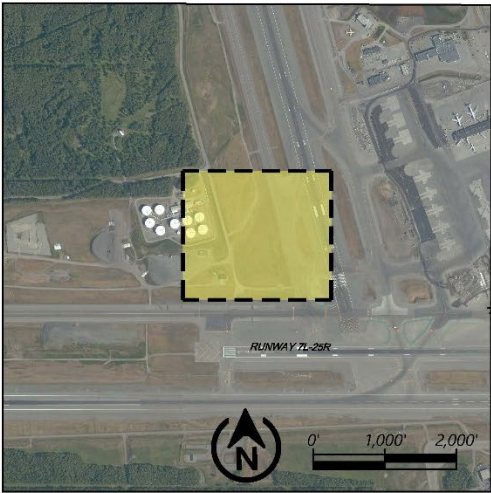
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 2	\$120,000	\$28,690,000	\$181,190,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$30,901,000	\$3,839,000	\$75,838,000	-	-	\$99,422,000

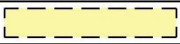
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW SUPPORT FACILITY DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Fuel Farm Expansion	Developer/Tenant Driven	20	Cost Borne by Developer / Tenant

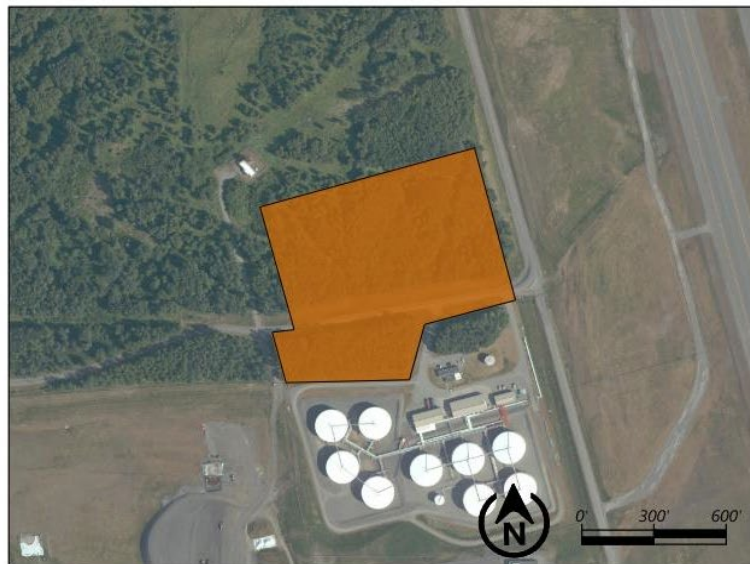
Project Description: This project includes construction of additional Jet-A fuel storage tanks and supporting infrastructure in the West Airpark. The tenant proposes an approximately 16.2 acre expansion to the north. The Anchorage Fuel and Service Company is conducting a study to determine the specific size and composition of the facility expansion.

Project Justification: This is a tenant project to satisfy existing and future aircraft operations demand.

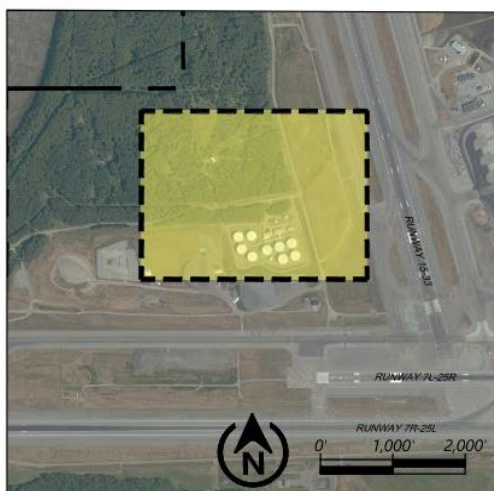
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 2	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer / Tenant Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW SUPPORT FACILITY DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
South Airpark Infill and Eastward Expansion for GA Development	Developer/Tenant Driven	21	Cost Borne by Developer / Tenant

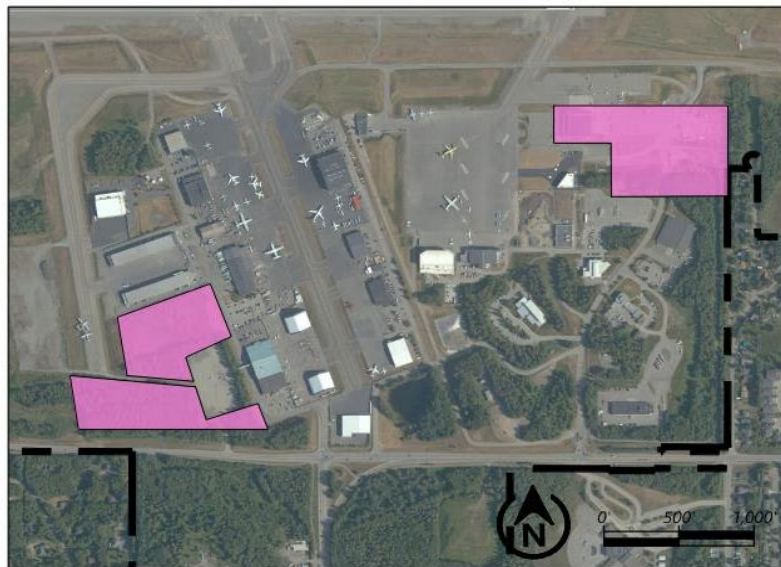
Project Description: This project includes the development of new general aviation facilities in the South Airpark. This project accounts for the infill and development of multiple locations within the South Airpark that can be developed by one or multiple developers/tenants. The total area available for development would be approximately 30 acres, divided across three areas in the South Airpark.

Project Justification: This is a tenant-driven capacity project to satisfy future general aviation demand.

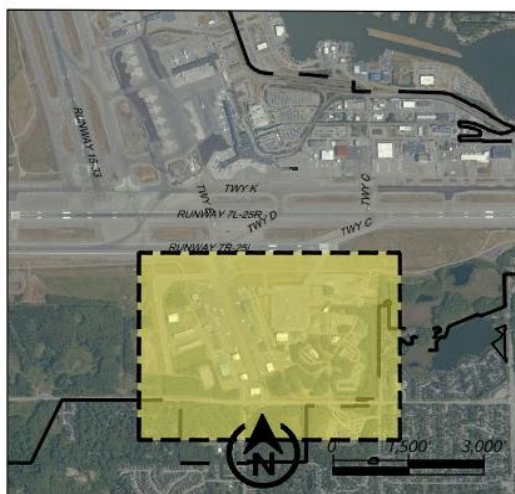
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation	Design Phase	Construction Phase
PAL 2	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Developer(s) / Tenant(s) Responsible for Project Funding -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW GENERAL AVIATION DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
<i>P4 Aircraft Hardstand and Taxilane P Extension</i>	<i>Master Plan</i>	<i>22</i>	<i>\$37,000,000</i>

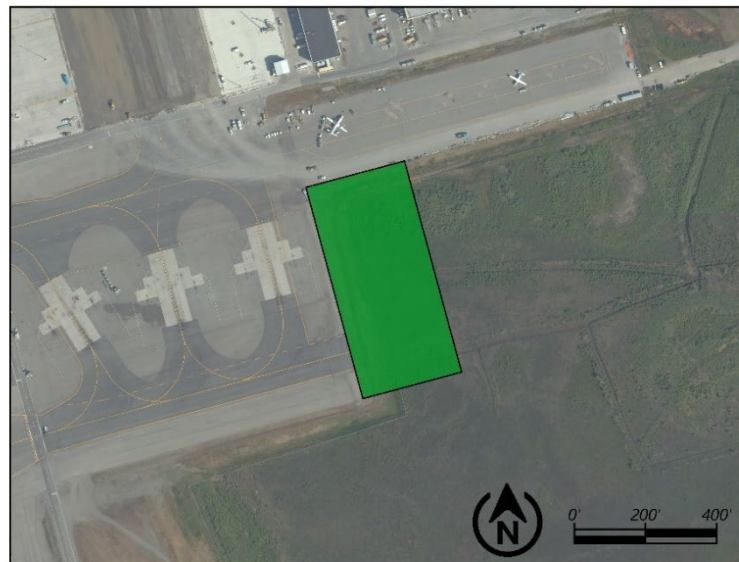
Project Description: This project includes construction of an aircraft parking apron area and a taxilane extension. The project proposes a new air cargo apron area with 1 power-through aircraft parking that is capable of accommodating ADG-VI aircraft located east of existing position P3. The project would also include an extension of Taxilane P to provide access to the new parking position.

Project Justification: This project would add aircraft parking capacity to satisfy existing and future air cargo demand.

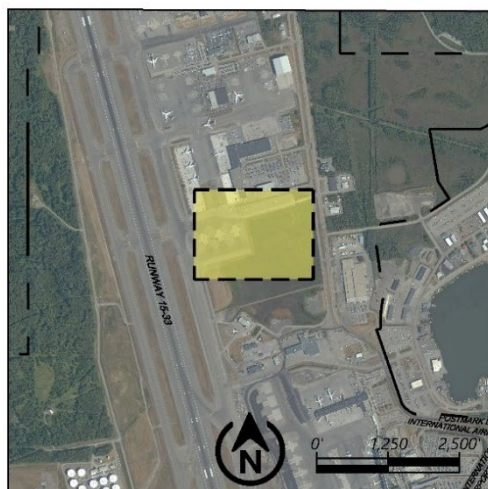
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 3	\$130,000	\$5,040,000	\$31,830,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$15,869,000	\$3,878,000	\$12,724,000	-	-	\$4,529,000

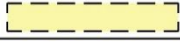
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
New Connector Taxiway from Runway 25L End to Runway 7L-25R	Master Plan	23	\$39,000,000

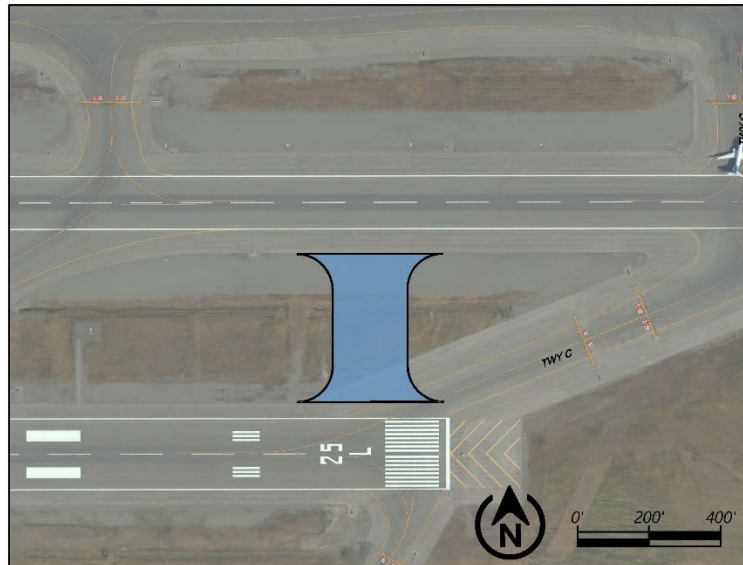
Project Description: This project includes construction of a new north-south taxiway that connects the Runway 25L end to Runway 7L-25R with a perpendicular taxiway. The taxiway would be constructed to ADG-VI and TDG 6 standards and would enable aircraft arriving Runway 7L to exit the runway and taxi south to Taxiway Z, crossing the east end of Runway 7R-25L.

Project Justification: This project would enhance airfield safety by removing the angled taxiway segment connecting two runways.

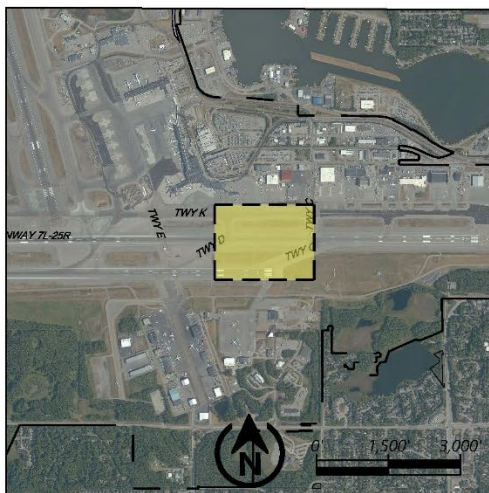
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 3	\$50,000	\$5,370,000	\$33,580,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
\$16,155,000	\$3,918,000	\$14,154,000	-	-	\$4,774,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
North Terminal Expansion	Master Plan	24	\$642,000,000

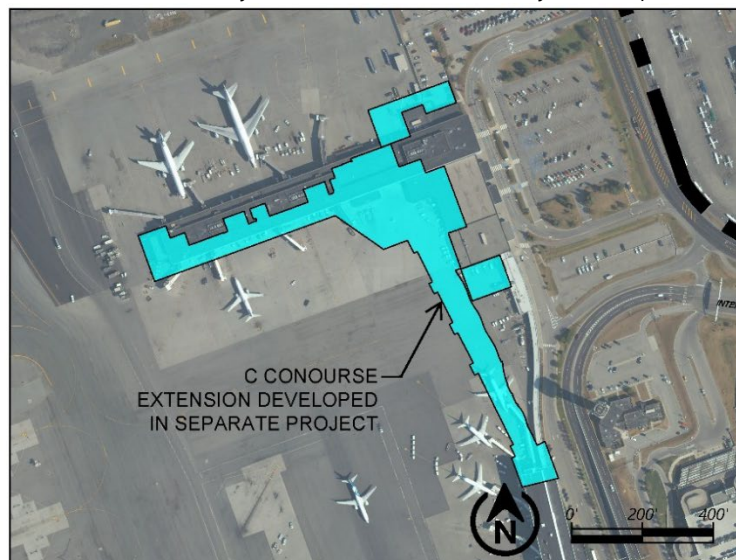
Project Description: This project would renovate and expand the North Terminal. The project proposes converting some wide-body aircraft parking positions to narrow-body positions. The resulting gate count at the North Terminal would be 9 jet gates (6 narrow-body and 3 wide-body). The project also proposes adding approximately 150,000 square feet to accommodate additional passenger security screening, baggage handling, holdroom, circulation, and retail space. This project is the third of three phases to expand the passenger terminal complex. This project is enabled by the C Concourse Expansion project.

Project Justification: This project would provide terminal capacity to satisfy future passenger demand.

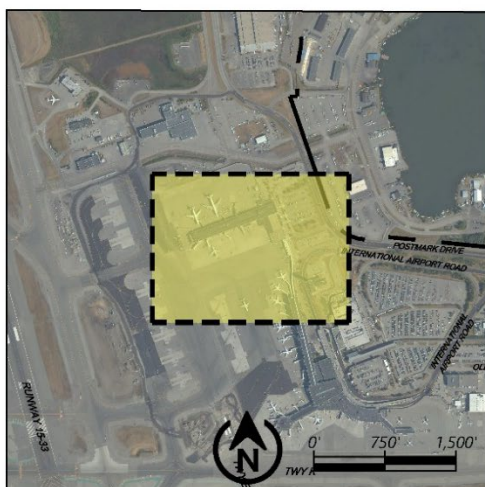
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (EA)	Design Phase	Construction Phase
PAL 3	\$1,010,000	\$75,050,000	\$565,940,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	\$7,958,000	-	-	-	\$634,042,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW TERMINAL DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Logistics Drive	ANC Spending Plan	25	\$30,000,000

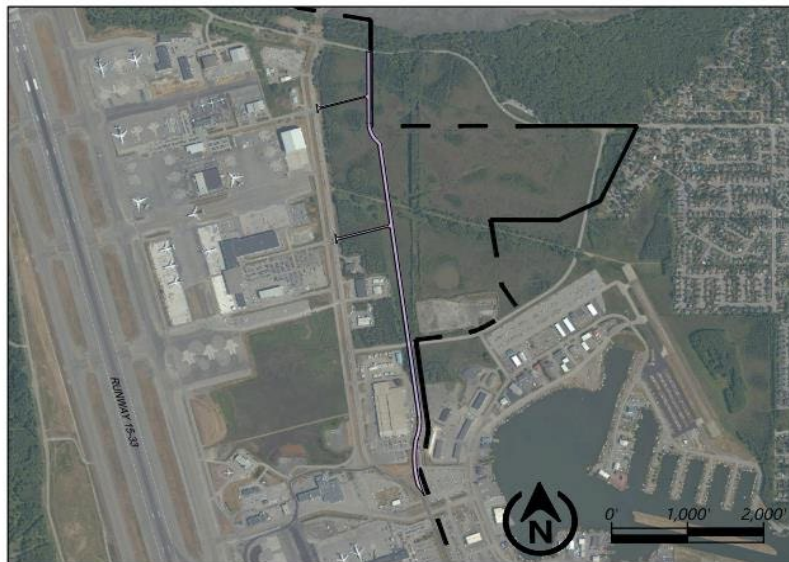
Project Description: This project proposes constructing a new public access roadway parallel to Postmark Drive to enable additional aeronautical development in the North Airpark. This road would absorb the capacity of Postmark Drive as that road becomes part of the airside of the Airport.

Project Justification: This project is required to enable aeronautical development in the North Airpark.

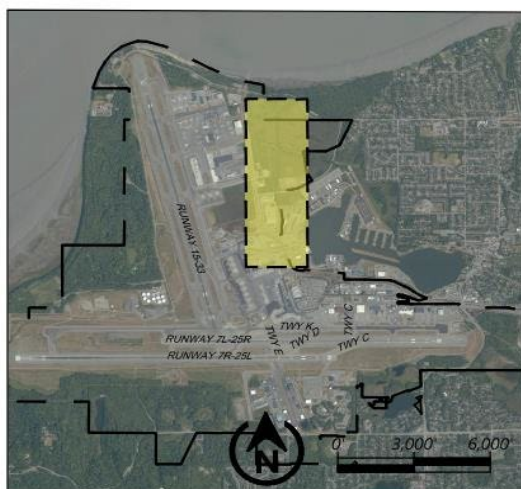
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (EA)	Design Phase	Construction Phase
PAL 3	- Cost Breakdown Not Available -		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$30,000,000

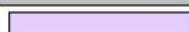
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW ROADWAY	

Project Title	Project Origin	Project Number	Total Project Cost
<i>New Parking Lot in East Airpark</i>	<i>Master Plan</i>	26	\$41,000,000

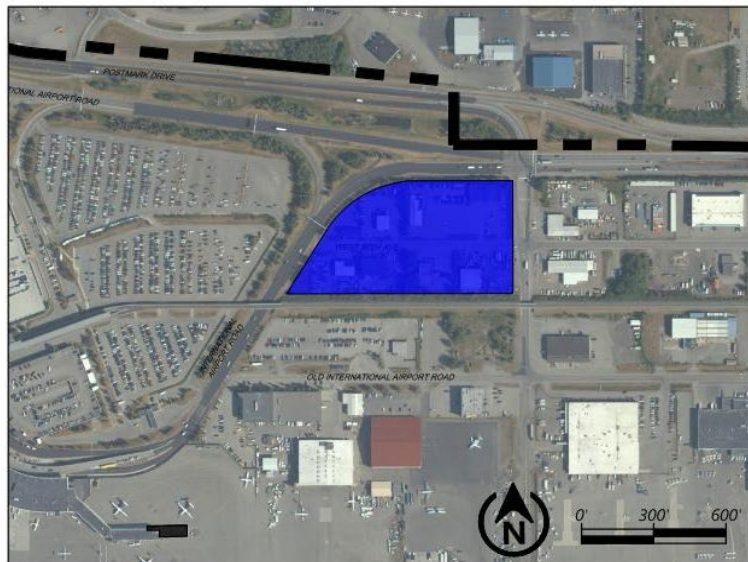
Project Description: This project proposes constructing a vehicle parking lot in the northwest section of the East Airpark. The net increase in vehicle parking would be 700 parking stalls.

Project Justification: This project would provide vehicle parking capacity to satisfy existing and future passenger demand.

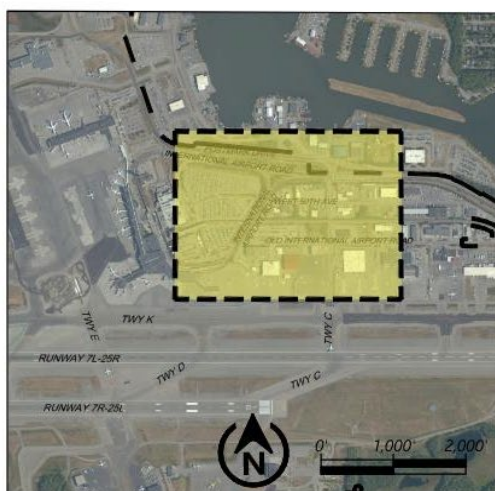
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (EA)	Design Phase	Construction Phase
PAL 3	\$800,000	\$3,070,000	\$37,130,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
-	-	-	-	-	\$41,000,000

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW LANDSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
West Airpark Cargo Expansion Phase 2	ANC Spending Plan	27	\$395,000,000

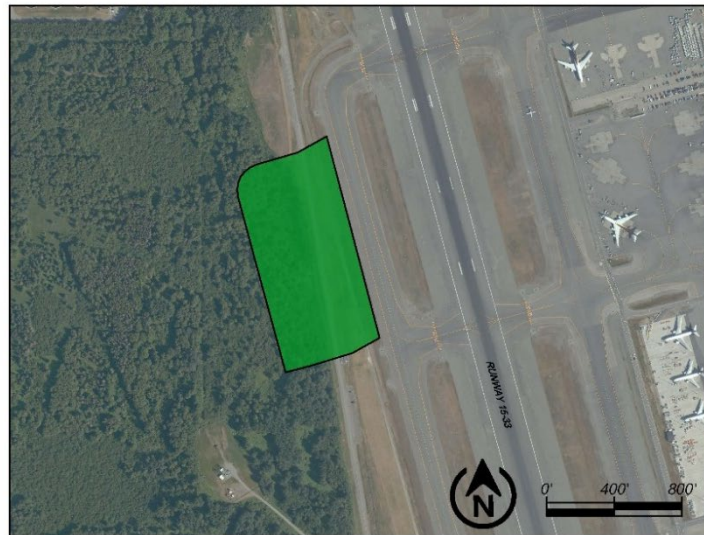
Project Description: This project includes construction of a new aircraft parking apron. This is the second phase of two phases to implement new a new air cargo apron in the West Airpark. The project proposes a new air cargo apron with 4 power-through aircraft parking positions capable of accommodating ADG-VI aircraft. The project would also include support infrastructure such as ground support building(s) and snow storage area(s). This project enables the shift of air cargo tech stop activity to the West Airpark. This project is part of the larger redevelopment of the West Airpark and is enabled by the Realigned Point Woronzof Rd and North End Tug Road Extension projects.

Project Justification: This project would add aircraft parking capacity to satisfy existing and future air cargo demand.

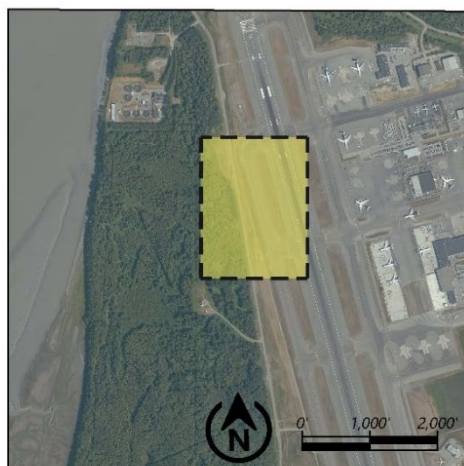
Anticipated Timeline and Costs					
Planning Activity Level	NEPA Documentation (EA)	Design Phase	Construction Phase		
PAL 4	-	-	-		

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Anticipated Project Funding Not Identified -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
CARGO DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
Taxiway K Cargo Apron Hardstands	Master Plan	28	\$807,000,000

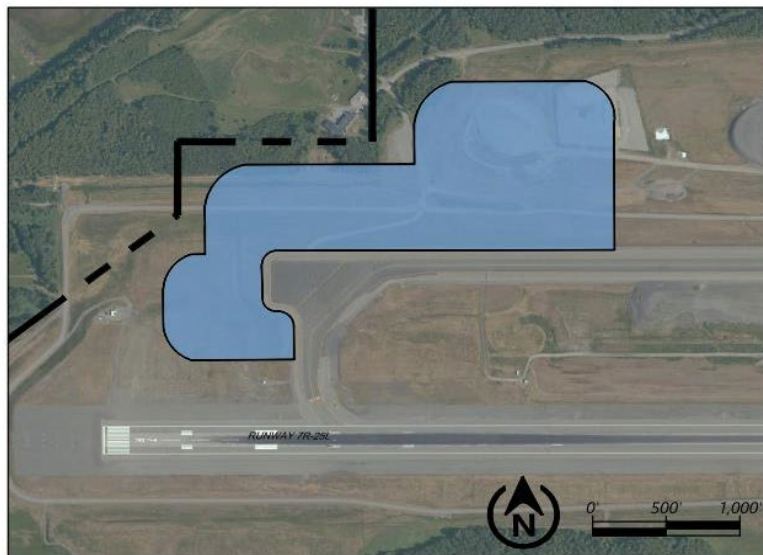
Project Description: This project includes construction of a new aircraft parking apron. The project proposes a new air cargo apron with 15 power-through aircraft parking positions capable of accommodating ADG-VI aircraft. The project would also include support infrastructure such as ground support building(s) and snow storage area(s). Realignment of the parallel portion of Taxiway K Tug Road would be completed as part of this project. The project may also include relocation of NAVAIDs that may be impacted but this project.

Project Justification: This project would add aircraft parking capacity to satisfy existing and future air cargo demand.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (CATEX)	Design Phase	Construction Phase
PAL 4	\$180,000	\$110,250,000	\$696,570,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Anticipated Project Funding Not Identified -					

Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	

Project Title	Project Origin	Project Number	Total Project Cost
<i>Airfield Tunnel</i>	<i>Master Plan</i>	29	<i>\$301,000,000</i>

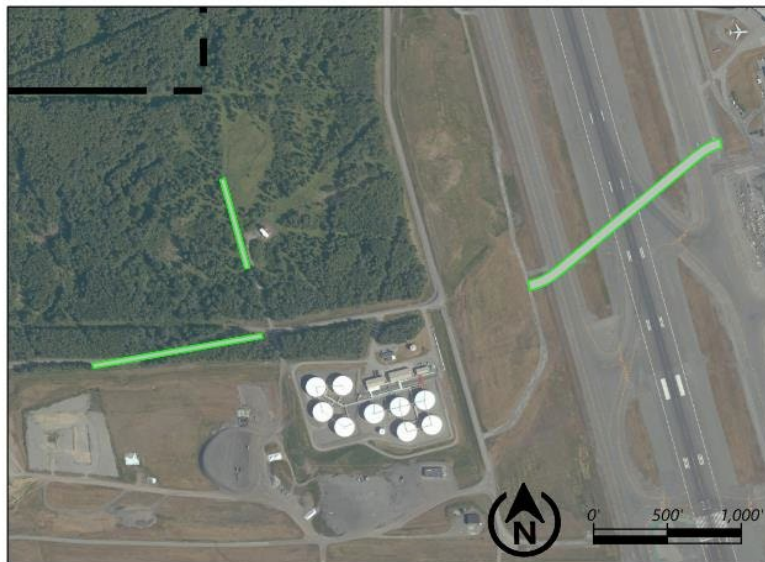
Project Description: This project includes construction of an underground tunnel that connects from Postmark Drive west of the current location of the USPS building, under Runway 15-33 and surrounding taxiways, to the West Airpark. The project proposes a four-lane tunnel that would provide public access and airside vehicle access to the West Airpark.

Project Justification: This project would support further aeronautical development in the West Airpark.

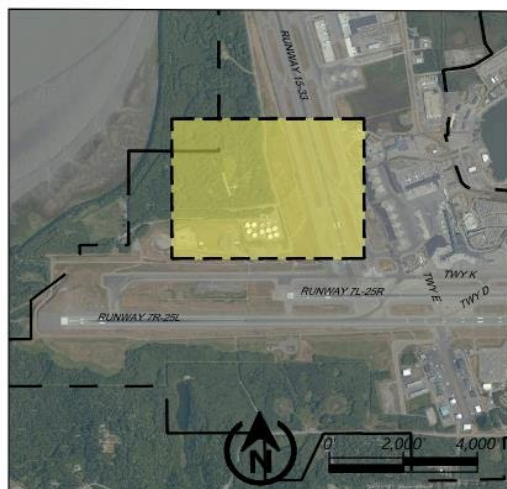
Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (EA)	Design Phase	Construction Phase
PAL 4	\$845,000	\$41,020,000	\$259,135,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Anticipated Project Funding Not Identified -					

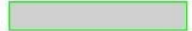
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW TUNNEL	

Project Title	Project Origin	Project Number	Total Project Cost
Runway 15R-33L and New Taxiways	Master Plan	30	\$2,394,000,000

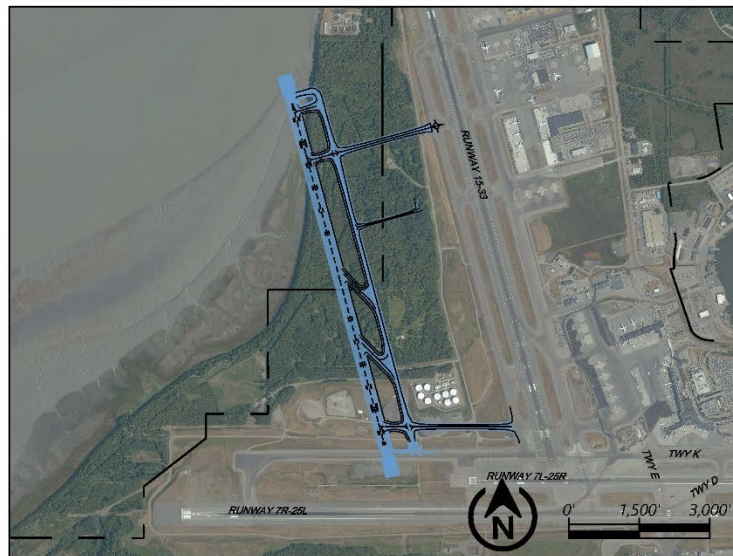
Project Description: This project would construct a new parallel north-south runway and taxiway system west of existing Runway 15-33. The project would include property acquisition, grading, and rerouting roads. The project would also include rerouting and enhancing the Tony Knowles Coastal Trail to ensure it remains available for recreation.

Project Justification: This project would only be required if continued growth of operations at ANC resulted in substantial delays and no other alternative capacity could be identified at another existing or future airport location in Alaska. The project would require additional study and airline support prior to implementation.

Anticipated Timeline and Costs			
Planning Activity Level	NEPA Documentation (EIS)	Design Phase	Construction Phase
PAL 4	\$4,540,000	\$340,430,000	\$2,049,030,000

Anticipated Funding					
Cargo Entitlements	Pass. Entitlements	AIP Discretionary	BIL AIG	BIL ATP	AIAS
- Anticipated Project Funding Not Identified -					

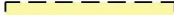
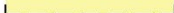
Note: Costs escalated for inflation to last year of the PAL within which they are anticipated to be implemented.



PROJECT DETAIL



PROJECT LOCATION

LEGEND	
PROJECT LOCATION	
PROJECT LOCATION	
AIRPORT PROPERTY LINE	
PROJECT DETAIL	
NEW AIRSIDE DEVELOPMENT	